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## HONGKONG LEGISLATIVE COUNCIL.

### THE RENT ORDINANCE.

### THE GOVERNOR'S WARNING TO CERTAIN LANDLORDS.

#### WANTED: A DEFINITION OF A GODOWN?

### GOVERNMENT AND THE TELEPHONE COMPANY.

A meeting of the Legislative Council was held in the Council Chamber yesterday. There were present:—

HIS EXCELLENCY THE GOVERNOR (Sir REGINALD EDWARD STUBBS, K.C.M.G.).  
Hon. the Officer in temporary Command of the Troops (Lieut. Colonel W. N. NICHOLSON, C.M.G., D.S.O.).

Hon. Mr. CLAUD SEYMOUR, C.M.G. (Colonial Secretary).

Hon. Mr. J. H. KEMP, C.B.E., K.O. (Attorney-General).

Hon. Mr. C. McLENNAN, C.B.E. (Colonial Treasurer).

Hon. Mr. E. R. HALLIVAN, O.B.E. (Secretary for Chinese Affairs).

Hon. Mr. E. A. IRVING (Director of Education).

Hon. Mr. T. L. PERKINS (Director of Public Works).

Hon. Mr. E. V. D. PARR.

Hon. Mr. CHOW SHOU-SUN.

Hon. Mr. A. O. LANG.

Hon. Mr. A. R. LOWE.

Hon. Mr. H. W. BIRD.

Hon. Mr. NG HON Tsz.

Mr. A. DYER BALL (Clerk of Councils).

#### NEW MEMBER.

Mr. NG HON Tsz took the oath and his seat as a member of the Council.

#### MINUTES.

The Minutes of the last meeting were approved and signed by the President.

#### PAPERS.

The Colonial Secretary by command of H.E. The Governor, laid on the table his Report on the Finance of the Colony for the year 1931; Report on the Assessment of the Colony for the year 1931; Report of the Harbour Master for the year 1931; Report of the Supreme Court for 1931; and the Report of the Police Magistrate for 1931.

#### FINANCE.

The Colonial Secretary by command of H.E. The Governor, laid on the table the Report of the Finance Committee (No. 6) and moved that it be adopted.

The Colonial Treasurer, seconded and the motion was agreed to.

THE TELEPHONE CHARGES.

GOVERNMENT REPLY TO HON. MR. LOWE'S QUESTIONS.

The Hon. Mr. A. R. LOWE put the questions of which he had given previous notice as follows:—

"In view of the one month's notice given by the China and Japan Telephone & Electric Co., Ltd. to increase the rates charged to its subscribers (in the case of business lines by 30 per cent.) have these new charges been sanctioned by the Government; and, if so, will the Government lay on the table the papers on which their decision was based?"

"Will the Government explain how much of the proposed increase is justified by higher working costs, and how much by rental on heavy expenditure (in the Company's own words) 'about to be undertaken for the erection of a new Central Exchange and new Central Battery installation, and why it should be held justifiable for subscribers to pay such increased rates before the improvements have been completed or any material expenditure incurred?'"

The Colonial Secretary replied:—

The question of the Telephone Company's rates has been the subject of protracted negotiations between the Company and the Government.

The present agreement runs for a period of twenty-five years from 1905. Previous to that year the rate was \$100 for the first mile of the distance from the telephone to the exchange and \$25 for each additional half mile, and under the 1905 agreement the figures were put into sterling at £10 and £2 10s. 0d., the exchange value of which was at the time higher than the former dollar rates.

During the war the exchange value of the dollar rose very considerably and the Company's receipts in terms of dollars were seriously diminished. The Company accordingly asked permission to make a large increase in their charges, but the Government was not prepared to make any concession, except on the condition that the Company would agree to install an up-to-date system on the most modern method.

Terms were discussed and figures were found impossible to arrive at an agreement. The Government finally suggested a conference with Mr. P. H. Cole, General Manager of the Shanghai Mutual Telephone Company, and Mr. W. W. Cook, Consulting Telephone Engineer of London, as expert advisers to itself and

the Company respectively. This conference was recently held, with most satisfactory results. Mr. Cole and Mr. Cook were in close agreement in many respects, and where they differed they gave full explanations of the grounds upon which they differed; with the consequence that the Government is now in a position to come to a definite decision as to what are fair terms to offer.

The Draft Agreement containing the Government's proposals has not yet been placed before the Company. There have, however, been informal discussions regarding it, and the Company has been permitted to advertise the rates proposed under it, on the understanding that the rates will not come into force until the agreement is signed. The agreement when signed will be laid upon the table of this Council. It is not proposed to lay any other papers in view of the confidential nature of much of the information contained in the correspondence.

With regard to the latter part of the Honorable Member's question, the Government is advised that a capital of some \$3,500,000 would be required to install an entirely new telephone system on modern lines; and, if the Government's terms are such that the existing Company cannot see its way to accept them, the community must contemplate a rapidly deteriorating service until 1930, and thereafter rates, to be charged by a new Company, at least as high as those now proposed. It is considered necessary to permit the Company to charge the new rates forthwith, in order that it may be in a position to raise new capital required and to meet the general increase in expenditure which has taken place since the present rates were introduced.

The incidence of the increase between working costs and new capital expenditure cannot be accurately estimated. It may be pointed out that the radius within which the minimum rate is charged has been considerably extended. A subscriber on the outskirts of Victoria for example, who in 1904 paid \$175, is now to pay \$140 or \$154 according as he has a private or a business telephone.

A SUPPLEMENTARY QUESTION.

Hon. Mr. LOWE: Arising out of the answer to the last question, has the Government whilst allowing the Company to avail itself of a capital expenditure revaluation apparently to the full, omitted to obtain as a set off the capitalised value of the profitable exchange contract with its subscribers from 1st July next to the end of the present concession in 1930?

H.E. THE GOVERNOR: I think it will be desirable, Mr. Lowe, to have notice of the question.

Hon. Mr. LOWE gave notice accordingly.

#### THE RENTS ORDINANCE RENEWED.

#### H.E. THE GOVERNOR'S WARNING TO LANDLORDS.

The ATTORNEY-GENERAL moved the second reading of the Bill intituled An Ordinance to extend temporarily the provisions of the Rents Ordinances, 1921, with certain amendments.

The Colonial Secretary seconded.

The Hon. Mr. BIRD: Sir, May I make one remark before you put that to the vote?

H.E. THE GOVERNOR: I am sorry, I did not mean to put it to the vote now.

This is the time for any honourable member to discuss the principles of the matter.

The Hon. Mr. BIRD: There is only one point. It appears to me that advantage has been taken of the definition of a domestic building to misinterpret the spirit of the Ordinance, especially as regards proviso No. 1. What happens at present, I understand, is that a tenant of a godown, workshop, or factory, has only to put in, say a dozen, or any number more than two people, and call them caretakers or watchmen, and then he is entitled to call it a domestic building. I do not think the Ordinance ever intended the term "domestic building" to apply to a building of this kind, and I think we might insert a proviso to make that impossible.

The Hon. Mr. E. V. D. PARR: Sir, I should like to add my congratulations to the Government on having extended this Bill for another year, as it appears necessary for them to do. The Hon. Attorney-General, in proposing the Bill on the first reading was at pains to explain that it was not expected that it would be necessary to extend it beyond the year. It is assumed, sir, that the Government will formulate new schemes for development in the same way that corporations at home do by laying out areas and building districts, providing easy and cheap means of access, and offering as great an inducement as possible to builders to erect houses and domestic tenements. The question seems to be one of supply and demand, and as the demand has up to the present exceeded the supply it would be interesting to have some statement from the Government on that subject.

#### THE SITUATION IMPROVING.

H.E. THE GOVERNOR: I think the point raised by the Hon. Mr. Bird would be better discussed in Committee when the clause comes up. With regard to the remarks made by the Hon. Mr. Parr, I should like to say that, as I made perfectly clear before this Ordinance was introduced and subsequently, this is a form of legislation which I myself regard with great distrust and dislike. The Government was forced to take action to restrain landlords but it is an offence against good economic doctrine and I shall be extremely glad when the time comes when we can dispense with such legislation. I hope it will not be necessary to continue it beyond another year. If it is necessary to do so, I must say I think we shall have probably to proceed on different lines, and if anything of this nature is to become permanent I think we shall have to introduce a Fair Rents Tribunal, a thing we have shrunk from doing for very obvious reasons. It seems to me from various indications that this law will not really be necessary for more than another year because a great amount of building is taking place. There is no question, at any rate regarding European houses, that it is very much easier to get a house now than it was when the Ordinance was passed. In fact, reference to the 'advertising' columns of the Press will show that several houses at present are vacant—a position very different from that in the year 1920.

COLONY WELL PROVIDED WITH BUILDING AREAS.

As regards Mr. Parr's question as to the provision of areas for building, I think that the Colony is very well provided with such. There is a considerable amount of land available, communications are good, the terms on which land is granted are extraordinarily favourable to the tenant, and I think it now remains for those persons in the Colony who have money to invest, to proceed to invest it, without waiting for more inducements from the Government. I think the Government has done and is doing as much as any Government that I know of.

WARNING AGAINST "FLEEING TENANTS."

As I said, I trust that this law will cease to operate after another year, but I should like to make it perfectly clear that, although I dislike such legislation, if any attempt is made, on the cessation of the law, to go back to the system of fleeing tenants which existed before it was introduced, I shall have no hesitation whatever in sinking my own feeling and asking the Council to re-introduce this law, or a similar law; and I further say, as a word of warning to certain landlords in this Colony, that if duly authenticated cases are brought before me in which people have been informed by their landlords that they had better agree quickly to pay a rent above the standard rent, otherwise it will be greatly increased, I should have no hesitation in keeping the law on permanently or taking any other steps for getting home on such landlords. That I mention publicly as a word of warning to certain persons in the Colony.

The second reading was then carried.

On the motion of the ATTORNEY-GENERAL, seconded by the Colonial Secretary, the Council then went into the Committee to consider the Bill clause by clause.

GODOWNS USED AS TENEMENTS.

On clause 2.  
The Hon. Mr. BIRD raised the question he had already mentioned. He said: "My idea is that another proviso should be inserted so as to do away with this objection which, I believe, really exists as regards tenants who claim that because they have got more than two caretakers or watchmen living in their godown, therefore they are entitled to call it a domestic building. I suggest a proviso something on the lines of the following be inserted:—

"Any workshop, or factory, on building, which is used or designed to be used for the storage of cargo, will not be deemed a domestic tenement."

H.E. THE GOVERNOR: Is it not really provided for by number (ii.)?

Any building or portion of a building which is used for habitation only by office attendants or their families?

The ATTORNEY-GENERAL: Well, Sir, there may be, of course, folk of the firm—ordinary shop folk or other folk, and they may not be tenants at all. They may be salesmen or godown attendants, fully clerks, or even workers in a factory. Might I say, Sir, it is quite true that the policy of the Ordinance is to protect domestic habitation. It is also perfectly true that incidentally it protects business premises of various kinds which are used both for business purposes and human habitation. The English Act recognises that and it definitely and distinctly lays down that the question of alternative accommodation the landlord has to show alternative accommodation. The English Act especially lays down that the Court has to take into account the suitability of the proposed new premises, not only for human habitation but for business, trading or professional purposes. It is impossible, especially in this Colony, to disentangle the two things in view of the fact that nearly all Chinese shops are used for human habitation. The difficulty about excluding godowns is the difficulty of defining a godown. It is suggested by the Hon. Mr. Bird that the definition should be "any workshop, or factory or building, which is used or designed to be used for the storage of cargo," but you might get a shop used partly as a shop and partly for storage. Is that to be a godown?

The Hon. Mr. BIRD: That would not be "designed as a godown."

The ATTORNEY-GENERAL: "Used or designed to be used." I can imagine many cases where it would be difficult to say whether the building was designed as a godown or not.

The Hon. Mr. BIRD: Of course, there is a real difference between a godown and a shop used as a godown.

DIFFICULTY OF A DEFINITION.

The ATTORNEY-GENERAL: It is quite true that in many instances it is perfectly easy to say whether a thing is a godown or not, or whether it is a godown or is not a godown; but there are many cases where it is impossible to draw a line. That is what makes definitions so difficult to draw up. In legislation of this kind it is impossible to avoid hardship in particular cases and impossible to devise a law which will be perfectly fair and reasonable throughout. The reason I object to the inclusion of godowns in the scope of the Bill is that I see very great difficulty in defining a godown. There is a further reason, i.e., that this is a temporary Ordinance which may come to an end at the end of another year, and it is desired to make as few changes as possible, especially as people have regulated their contracts, so far, on the assumption that such buildings would come within the Ordinance. To make a change now would be to create uncertainty and would be undesirable.

The Hon. Mr. BIRD: Do you suggest, Sir, that people occupying a godown would bring it under the heading of a domestic tenement?

The ATTORNEY-GENERAL: Godowns used as habitations do come within the Ordinance at present. There is a case involving a considerable sum arising on that point.

The Hon. Mr. BIRD: That is the case I have in view.

H.E. THE GOVERNOR: I am not quite sure what is the position Mr. Bird is trying to meet. Is it that people, in order to avoid having the rents of godowns put up, are actually putting a number of caretakers in, in order to say it is a domestic building?

The Hon. Mr. BIRD: I do say so, Sir.

H.E. THE GOVERNOR: Well, in the Ordinance as it stands we already provide that any building used for habitation only by caretakers not exceeding two in number is not a domestic tenement. What would happen if we cut out this restricting clause "not exceeding two in number"?

The ATTORNEY-GENERAL: The lessee would probably say that they were not caretakers but clerks.

A CONTRAVENTION OF THE BUILDING ORDINANCE?

H.E. THE GOVERNOR: Would he not then come within the definition of the Public Health and Building Ordinance?

The ATTORNEY-GENERAL: Under the Ordinance, only caretakers may be permitted in a building which is not a domestic building, but the same definition is not carried through here.

The Hon. Mr. BIRD: I think the tenant could go to get at by the Public Health and Buildings Ordinance, but that means litigation. If we can avoid that it is much better. There is a definition in the Building Ordinance of both workshop and factory and I feel sure it is not beyond the ingenuity of the Attorney-General to define a godown.

The ATTORNEY-GENERAL: I suppose a godown gets a certificate under section 124?

The DIRECTOR OF PUBLIC WORKS: It gets a certificate under a domestic building.

The ATTORNEY-GENERAL in reply to H.E. THE GOVERNOR said he was afraid the definition proposed by Mr. Bird would not meet the case. He continued: "I think it undesirable to alter the law just for a year. So far as I can remember, I only know of one case of this: there may have been others. I do not say that, in that case, the man was put in especially for the purpose of making it a domestic tenement."

H.E. THE GOVERNOR: That is the suggestion of Mr. Bird. I am afraid that now attention has been called to this method it is only natural that other people should adopt the same system. The ATTORNEY-GENERAL: There are no views on this subject. One is that the protection given to business premises should be restricted; that is the landlord's view. The other is that the protection should be extended still further and made to apply to offices pure and simple.



The Director of Public Works remarked that if the attention of the Building Ordinance Office was called to a case in which a godown was used as a domestic tenement this would lead to a notice being served on the owner to open up so much of the building as to make it comply with the Building Ordinance. Action could be taken without any litigation.

The Hon. Mr. Bird: That would be served on the owner?

The Director of Public Works: Yes.

The Hon. Mr. Bird: How would that affect the tenant? It is the tenant you want to get at.

The Director of Public Works: I think the owner can take his remedy if an illegality is being carried out against his wishes.

The Hon. Mr. A. O. Lang: Anything that tends to keep the price of rents of godowns down is very desirable.

H.E. THE GOVERNOR: That may be so, but that is not the intention of the Bill; it is intended to deal with houses.

The Hon. Mr. Bird: That is why I made the remark. I felt sure it was not the intention of the Ordinance that godowns should be classed as domestic buildings.

H.E. THE GOVERNOR (to the Attorney-General): Do you see any alternative means to effect the same object?

The Attorney-General: No Sir, except, as the Director of Public Works has suggested, that action might be taken by him.

H.E. THE GOVERNOR: It seems to me we are rather working at the wrong end. The landlord is at present suffering and would suffer more if called upon to take action to make up for the net very straightforward device of his tenant. The point is rather difficult to decide and I would suggest that we leave it open for the meeting to go on to the next meeting and recommend the Bill to the next meeting with the view to consideration of that point. Perhaps in the meantime some satisfactory definition might be reached. There is no absolute necessity to pass the Bill now.

The Committee passed to the consideration of the remaining clauses of the Bill.

EXCLUSION OF NEW BUILDINGS.

On clause 9 (sub-clause 2) the Attorney-General moved an amendment that the words "commencement of this Ordinance" be omitted and the words "1st day of July, 1921" be substituted therefor. He explained that the clause as drafted made the Ordinance apply to a new building commenced after the original Ordinance and that was not intended. The amendment excluded from the operation of the Ordinance all buildings finished last year.

The amendment was approved.

PROTECTION OF SUB-TENANTS.

The Attorney-General moved that clause 15 be omitted and that a new clause be substituted therefor as follows:

Where the interest of the lessee of a domestic tenement is determined, either as the result of an order or judgment for possession or ejectment, or for any other reason, any sub-lessee to whom the domestic tenement or any part thereof shall have been lawfully sub-let, shall, subject to the provisions of this Ordinance, be deemed to become the tenant of the lessor on the same terms as he would have held from the lessee if the tenancy had continued.

The Attorney-General said: The object, of course, of the legislation, as I said just now, is to protect domestic occupation, to protect the occupier and the tenant in occupation. It is only reasonable to say that when the tenant ceases to be the tenant in actual occupation he should not be protected, any further, and the landlord should be allowed to retake possession and to collect rents from the sub-tenants of the original tenant. But when one comes to put that in the form of a section it is difficult. The original section 15 of the first Ordinance passed last year was one attempt to deal with the problem, and I think it failed. The clause put in the Bill is another attempt, and I do not think that is satisfactory either. One objection is that it would make a lease for a term of years—say seven or fourteen years—expire upon the lessee ceasing to occupy any part of the tenement himself, even though there might be six, ten or thirteen years to run. That seems undesirable. If it is restricted to monthly tenancies, it would leave untouched a number of cases of short leases where the landlord has the same objection to the tenant remaining in and taking the profit. Another objection is that it is not made retrospective, so that all cases where the lessee has ceased to occupy during the last year would be beyond remedy. If it is made retrospective, a difficulty would arise in dealing with the rent accrued and in deciding at what time the lessee determined his lease. The question also arises that if a lessee ceases to occupy for a week or a month and then resumes, does that break the tenancy or not? There are a great many ways of dealing with the problem, and the old section 15, I think, was not satisfactory and I suggest it be omitted altogether. I think it is convenient to insert a clause dealing with the position of the sub-tenant where the tenant does drop out. This new clause is based on the English section and provides that where the interests of the lessee are determined the sub-lessee becomes the direct tenant of the landlord and pay the rent to him.

It was agreed that clause 15 of the Bill be omitted and that the new clause 15 be inserted.

The Attorney-General proposed a drafting amendment in clause 17 and this was approved.

On clause 18, the Attorney-General moved an amendment in sub-clause 2, which he explained was intended to preserve the right to have an action under the Ordinance transferred from the Summary Court to the Supreme Court.

The remaining clauses of the Bill were then approved and the Bill resumed.

(Continued at foot of next column.)

## THE MACAO AFFRAY.

### CANTON NEWS.

The following items are taken from yesterday's *Canton Times*:—According to a report made by the Investigation Department of the Citizens' Diplomatic Society, the number of dead and wounded in the recent Macao incident is as follows:—38 were killed and 78 wounded. Many of the wounded are still lying in the Hospital.

The recent incident in Macao has aroused the indignation of the general public. Thousands upon thousands of hand-bills are being distributed in the streets and tea-houses every day setting forth the brutal actions of the Portuguese soldiers. The Citizens' Diplomatic Society has many corps of members giving lectures in the streets and public gathering places on the slaughter of Chinese residents in the Portuguese Colony.

Thousands of residents in Macao are returning to Canton and Hongkong every day, as requested by the people in the province. The Diplomatic Society has announced that since the Portuguese Government in Macao had given the Chinese residents such brutal treatment, all Chinese in that Colony should return immediately to Chinese territory. More than 10,000 catties of rice have been stocked by the Diplomatic Society for the support of the returned Chinese. In Chinshan, Wanchai and Canton, places have been made ready for them. No Chinese citizen should set his foot on Macao until the Portuguese have settled the affair to the satisfaction of the Chinese.

Owing to the recent trouble in Macao, several hundred of sufferers have returned to Canton and are temporarily staying in the different quarters of the Unions in order to provide for their maintenance. All the engineering labourers in the City have agreed to sacrifice one day's pay towards the maintenance fund. Further amounts will be subscribed for when necessary.

At a recent special meeting of the Kwangtung Mechanics' Union it was unanimously decided that each member of the union should donate one day's wage to help the labourers who returned recently from Macao. The Chairman of the Union announced at the meeting that 10 of our countrymen were slaughtered mercilessly by the Portuguese soldiers in Macao. Consequently the Diplomatic Society in Canton had advised all Chinese residents in Macao to return to Chinese land. Thousands of labourers had sacrificed Hongkong recently. The Canton labourers, the chairman declared, should render as much assistance to these labourers as they could, for these have sacrificed their daily earnings for the country's welfare. The members of the union were greatly impressed by the speech. Most of them have already paid up their donations for the relief of the returned labourers from Macao.

## FORGERY ORDINANCE.

The Attorney-General moved the second reading of a Bill intituled An Ordinance to consolidate, simplify, and amend the law relating to forgery and kindred offences.

The Colonial Secretary seconded, and it was agreed to.

The Council then went into Committee on the motion of the Attorney-General, and considered the Bill clause by clause. The Bill was approved in Committee, without amendment.

On the Council resuming the Attorney-General moved, and the Colonial Secretary seconded, the third reading. This was carried and the Bill passed accordingly.

## REGISTRATION OF IMPORTS AND EXPORTS ORDINANCE.

The Attorney-General moved the second reading of the Bill intituled An Ordinance to provide for the registration of imports and exports.

The Colonial Secretary seconded, and it was agreed to.

The Council then went into Committee on the motion of the Attorney-General, and considered the Bill clause by clause. The Bill was approved in Committee, without amendment.

On the Council resuming the Attorney-General moved, and the Colonial Secretary seconded, the third reading. This was carried and the Bill passed accordingly.

## MISDEMEANOUR PUNISHMENT (AMENDMENT) ORDINANCE.

The Attorney-General moved the second reading of the Bill intituled An Ordinance to amend the Misdemeanours Punishment Ordinance, 1868.

The Colonial Secretary seconded, and it was agreed to.

The Council then went into Committee on the motion of the Attorney-General, and considered the Bill clause by clause. The Bill was approved in Committee, without amendment.

On the Council resuming the Attorney-General moved, and the Colonial Secretary seconded, the third reading. This was carried and the Bill passed accordingly.

## H.E. THE GOVERNOR'S VACATION.

H.E. THE GOVERNOR: Gentlemen, if convenient to you, the Council will adjourn until Friday of next week. Thursday happens to be an inconvenient day because I hope to be leaving the Colony about 12 o'clock, and it is impossible for an Officer Administering the Government to be sworn in until I am three miles outside the Colony and certain technical difficulties would perhaps arise.

As this is the last occasion I shall have the pleasure of meeting hon. members, I desire to express my very sincere thanks for the help they have given me during the last two and a half years and the extremely kind manner in which that help has been given, also to thank them for the willingness with which they have always been ready to place their advice at my disposal. I am very grateful for their help.

The Council then adjourned.

## SEQUEL TO THE CARPENTERS' AFFRAY.

A DEFENDANT WHO WAS ARRESTED BY AN "INDIAN DEVIL."

### HEAVY SENTENCES PASSED.

The five men arrested in connection with the carpenters' affray at West Point on May 19th were fined by Mr. Fraser at the Magistracy, yesterday afternoon, \$300 each with the alternative of six months imprisonment. In addition, the men were sent to gaol for an additional six months without the option of a fine, so that if they fail to pay the fine of \$300 they will have to go to prison for twelve months in all.

Three charges were preferred against the defendants, viz., intimidation, assault and behaving in a disorderly manner.

Briefly, the story was that early on the morning of the 19th inst., a large number of carpenters who were in favour of striking for better pay invaded Des Vaux Road West and attacked the carpenters of that street who were not in favour of a strike. Many heads were broken in a number of cases. A strong posse of police were rushed to the scene and five of the attacking carpenters were arrested.

The case for the prosecution as put forward by Mr. R. E. A. Webster, who appeared for the injured complainants, was that his clients were attacked by the five defendants in the Mee Cheung restaurant whilst at work there.

Mr. F. G. Vaux, appearing for the defence, denied the charge and in his opening statement yesterday said that he did not propose to call any outside witnesses. It was purely a case of assault. "There were," he said, "a number of witnesses against us and there is practically nobody for us." His clients were prepared to give evidence.

In the evidence that followed all five defendants admitted that they were carpenters, and one even went so far as to say that he was a member of a Carpenters' Guild. Two of the five admitted that they carried sticks and the excuses they made for carrying these, when cross-examined by Mr. Webster, were not convincing. They all denied that they had anything to do with the assault; they just happened to be standing near when the fight took place.

Cross-examined by Mr. Webster as to why he carried a large stick, the first defendant said, "I wanted the stick because I suffer from weakness in my legs."

But the stick you carried was very heavy for that wasn't it?" queried Mr. Webster.

After a moment's hesitation the defendant said: "I require a heavy stick to go up hills."

The second defendant said that he did not know anything about the fight until he was arrested by an "Indian devil."

Inspector Brown: I would ask Your Worship to make a note of that expression.

The Magistrate: I think it came out in the heat of the moment.

Inspector Brown: It has been done before, and Mr. Wood was very particular about it.

This defendant also carried a stick, and on being cross-examined by Mr. Webster about it said: "I was using it to go for a walk."

Mr. Webster: Is that your ordinary kind of walking stick?

The defendant: I sometimes carry it, and sometimes I don't.

Mr. Webster: It is very heavy at one end—Yes.

Do your friends carry walking sticks like this—My friend (the defendant), has one also.

I know he has. How many times a day do you carry that stick?—Oh, so many times that I cannot remember.

Addressing the Court on the evidence brought forward by the prosecution, Mr. Vaux said that it was quite clear that an assault took place, but there was no evidence to show that his clients took part in that assault. They could not be convicted of intimidation as the charge of intimidation and assault were one and the same thing. If anything had been proved against his clients it was only that of disorderly behaviour.

Asked by the Magistrate if he had searched the Carpenters' Guild membership lists to see if the other four defendants were members of the Guild, Mr. Webster said that he had been unable to find the Guild. Since this trouble they had probably gone to Canton.

The Magistrate, in sentencing the men, said that it was a murderous assault of the worst kind, and he could do no less than inflict the maximum penalty.

## A POLICE INSPECTOR'S DEDUCTION.

UMBRELLA THE MARK OF THE COUNTRYMAN.

For being in possession of 2,350 dutiable cigarettes, a Chinese apprentice was fined \$50 with the alternative of two months imprisonment, plus two days' hard labour, by Mr. Fraser, at the Magistracy, yesterday.

The youth told the Magistrate that he had been in Hongkong for two or three years, but was out of work at present. On the previous morning at 8 o'clock he went to the Kwang Tung wharf to look for work. There he was engaged by a strange man to carry a rattan basket. He did not know what the contents were.

Inspector Macdonald remarked that at the time of his arrest the prisoner was in possession of a Chinese umbrella. This looked as if he had just come down from the country.

The Magistrate, after passing sentence, ordered the cigarettes to be confiscated.

## CORRESPONDENCE.

TELEPHONE CHARGES.

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

SIR,—It appears that the holders of the Telephone Monopoly have not made out any case for their increased charges, and especially seem to have refrained from any answer to Mr. Seth's letter.

Are they going to answer any of the queries that have been made? Or cannot yield or anyone supply us with information as to dividends, etc., and why charges here should be so much higher than in Shanghai?

Is the Government "backing this concern"? Is it going to guarantee an efficient service, or is it going to look on while we are bled? And is the general public going to conform to the usual custom of the Colony and submit to being bled and deced lying down with the Government looking on?—Yours faithfully,

SHORN LAMB.

June 8th, 1922.

[A Government statement on the subject will be found in the report published to-day of the proceedings of yesterday's Legislative Council.—Ed.]

## A PENITENT COOLIE.

MISSING ROLLS OF CLOTH THAT WERE NOT "SHIP SHORTAGE."

A week or so ago a coolie was seen to be acting in a suspicious manner during the early hours of one morning in a street at Kennedy. "Bowser" Sergeant Barnett made it his business to search the man and a number of pawn tickets were found in his clothing. Some of these related to the pawning of ten rolls of cloth. On the strength of this the man was detained.

The pawn-brokers were called to the station and recognised the man as the one who pawned the rolls of cloth some months ago. He had, however, given a wrong name and address to the pawn brokers. Further enquiries by Inspector Kent led to the discovery of the real owners of the cloth who were Messrs. Boiss & Co. Later the defendant admitted that he had stolen the cloth from that Company's godown. He had previously been employed there as a godown coolie at \$15 per month, plus lodging.

In March, 1922, he was dismissed for neglecting his duties. The rolls of cloth were missing, but the comrade put the loss down to "ship shortage" and made out a claim accordingly.

After the Magistrate, yesterday, the coolie admitted his guilt and said that he had incurred heavy debts in the country and people pressed for payment.

The comrade told the Magistrate that the man must have been very daring to take the rolls of cloth one by one out of the godown.

Inspector Kent said that the defendant had given every assistance in clearing up the affair.

The man was sentenced to three months' imprisonment.

## BIRCH ORDERED FOR SNATCHERS.

NOT SUFFICIENT TO LIVE ON: COMPELLED TO STEAL.

A Chinese, who admitted to Mr. Fraser that he had snatched a gold ear-pick from a Chinese woman in Queen's Road Central, said, by way of excuse, that he was a coolie and that the most he could earn was 10 cents a day; that was not enough to keep body and soul together, and in addition he had to send money to his people in the country. He then pleaded with the Magistrate to grant him a licence for hawking.

Mr. Fraser would not listen to the plea and ordered the man to be sent to prison for six months. He also ordered six strokes of the birch.

## FOR THE GOOD OF THE CAUSE.

A young stalwart coolie, possessing only one eye, gave Mr. Fraser a very full account of how he caught a young snatcher in Queen's Road Central on Wednesday afternoon. He saw the defendant bump purposely into a girl named Rosie Cheung and snatch her gold chain and then run away. After an exciting bump through Duddell Street and along several bye streets the boy was caught. He told the Magistrate how Miss Cheung had offered him \$2 to come and give evidence against the man, but this he refused. The defendant also offered him money to let him go; this also he refused.

Miss Cheung denied that she had offered the man any money. She valued the necklace at \$80.

The Magistrate passed sentence of six months with 12 strokes. This was later amended to six months and six strokes on account of the boy's youth.

## ATTEMPTED SUICIDE FROM THE STAR FERRY.

INDIAN WATCHMAN TO THE RESCUE.

A young Chinese woman, aged 20 years, attempted to commit suicide by jumping over the harbour from the ferry boat *Evening Star*, on Wednesday. An Indian watchman, diving from the ferry and succeeded in rescuing the woman. On arrival at Kowloon the girl was handed over to the police who had her sent to the Kwong Wah Hospital. The girl is said to have been in a very depressed state of mind for some time past.

## LANE, CRAWFORD, LIMITED.

FOR QUALITY AND SERVICE.

## COMMUNITY PLATE



AGENTS:

LANE, CRAWFORD, LTD.

## DICK'S

PATENT.

## UNIVERSAL PACKING

STEAM & HYDRAULIC

SOLE AGENTS:

LANE, CRAWFORD, LTD.

Tel. 1341.

HONGKONG.

IF ITS MUSIC, RECORDS, OR PIANOS, YOU WANT GO TO ANDERSON'S

OPPOSITE CITY HALL. TEL. 1322.

**Powell**  
TELEPHONE 3146.

JUST RECEIVED.

SMART MILLINERY

FOR

LADIES and CHILDREN

ALSO

GOWNS FROM PARIS.

COTTON VOILES IN A BEAUTIFUL RANGE OF COLOURINGS AND DESIGNS.

WICHERT'S White Footwear.



## NEW ADVERTISEMENTS

## BLENCOVE.

THE whereabouts and present address are desired of EVERARD PRESCOTT BLENCOVE, a son of the late Everard Blencowe of Cheltenham, or should he be dead, of a last issue. Apply by letter to Messrs. HORE, PATTERSON & BATHURST of 48, LONDON, W. C. 2, ENGLAND.

HOOB, KARANJIA & CO., LTD.  
(IN LIQUIDATION)

## NOTICE.

A MEETING of the CREDITORS of the Company will be held on the 17th day of June 1922, at 12 o'clock noon, at the Office of Messrs. PERRY, SMITH, & CO., 5, Queen's Road, Central, Hongkong, pursuant to the provisions of Section 181 of Companies Ordinance 1911.

At this meeting the Creditors will be asked to determine whether an application shall be made to the Court for the appointment of a person as Liquidator in the place of or jointly with myself the Liquidator appointed by the Company or for the appointment of a Committee of Inspection.

Dated the 7th day of June, 1922.

S. H. ROSS, A.C.A. Liquidator.

2116

BRITISH MUNICIPAL COUNCIL.

TIENTSIN.

THE Council is prepared to receive applications from thoroughly qualified persons for the post of ASSISTANT ENGINEER. Previous practical experience in the running of a Water Works is absolutely essential. Preference will be given to candidates who have had a mechanical training. The commencing salary offered is £1,300 per month, and a three years' agreement will be given to the successful applicant.

Applications should state age, nationality, and be accompanied with copies of testimonials, and be forwarded to the undersigned in time to arrive in Tientsin not later than July 31st, 1922.

By Order.

J. R. LYNES, Secretary.

Council House, Tientsin, June 3rd, 1922.

2111

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"CYCLOPS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 8th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims against the Steamer must be presented to the undersigned on or before the 25th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th June, 1922.

2112

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"DEMODOCUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 8th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims against the Steamer must be presented to the undersigned on or before the 25th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th June, 1922.

2113

SS "ARMAND BEHIC"

SERVICES CONTRACTUELS DES MESSAGERS MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, in connection with above Steamer, are hereby informed that their Goods will be taken up by the Steamer on the 14th inst. and stored at their risk, into the Godown and/or extra Godown at Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignee before Noon, 10th day, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned, Goods remaining undischarged after the 14th inst. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th inst. or they will not be recognised.

All damaged packages will be examined by Messrs. Godard & Douglas, on Wednesday, the 14th inst. at 10 a.m.

No Fire Insurance has been effected.

A. JOARD, Acting Agent.

Hongkong, 8th June, 1922.

2117

## NEW ADVERTISEMENTS

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

## NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN, GENOA, LISBON AND MANILA.

THE Steamer

"OLDEKERK"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godown and/or extra Godown at Godown of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

Goods not cleared by the 10th June, 1922, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godown, where they will be examined on the 14th June, 1922, at 10 a.m. by Messrs. Godard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by J.A.V.A.-CHINA-JAPAN LIJN, General Agents.

Hongkong, 8th June, 1922.

2115

## NOTICE.

STEAMSHIP "WRAY CASTLE" arrived from NEW YORK & BOSTON on 18th May, 3,500 Copper Ingots marked L.N.S.

The above cargo, shipped from New York on a through B/Lading to Canton, consigned to order, still remains undelivered in the Kowloon Godown.

As storage charges are accruing, will consignees kindly communicate with the undersigned at Canton as soon as possible.

DODWELL & CO., LTD., Agents.

2109

THE HONGKONG MERCANTILE CO., LTD.

(IN VOLUNTARY LIQUIDATION).

NOTICE OF INTENDED DIVIDEND.

A FIRST and FINAL DIVIDEND is intended to be declared in the above matter after the expiration of one month from the 1st day of June, 1922.

Creditors who have not proved their debts or claims on or before the 7th of July, 1922, will be excluded from the benefit of the dividend proposed to be paid.

Dated this 8th day of June, 1922.

M. FERNANDEZ, Liquidator.

1098

G. R.

NOTICE.

IT IS HEREBY NOTIFIED that on and after THURSDAY, the 8th instant, the SUPPLY OF WATER IN KOWLOON will be turned on in the Public Mains during the following hours only:

Shamshui and Fuk Wan Heung and Tai Kok Tsui—

7 a.m. to 10 a.m.

Kowloon City and Ma Tau Wei—

7 a.m. to 10 a.m.

Yau-mat and Mongkok District, West of Corporation and Nathan Roads and between Fife Street & Austin Road—

8 a.m. to 11 a.m.

Hung Hom & Kowloon City—

7 a.m. to 10 a.m.

T. L. PERKINS, Water Authority.

Public Works Department, Hongkong, 8th June, 1922.

2104

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

WILLIAM NEVILLE CUTHBERTSON of Sydney, Australia, hereby give notice that in consequence of Structural Alterations also the practice of this Company to name their vessels after rivers.

I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "HAILONG" of Hongkong, Official number 12942 of gross tonnage 1,992 tons, register tonnage 1,107. 53 tons, heretofore owned by DOUGLAS S.S. Co., Limited, for the purpose of changing her name to "GWIDIR" and to have her registered in the new name at the Port of Hongkong as owned by the NEW-STAR CO., LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at HONGKONG within seven days from the appearance of this advertisement.

Dated at Hongkong this 2nd day of June, 1922.

NEWCASTLE & HUNTER RIVER STEAMSHIP CO., LTD.

W. N. CUTHBERTSON, Attorney.

1090

NOTICE.

OWING to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from April 1st, 1922, on the following descriptions of casual advertisements namely:—

Government Notifications.

Municipal Notifications.

Legal Notices.

Company Notifications.

Association, Club and Society Notices.

This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.

HONGKONG DAILY PRESS.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the news columns of the Hongkong Daily Press are charged for at the rate of 3d each (as announced in May and June of 1920), providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertised columns at the prevailing rates.

2117

## INTIMATIONS

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of June, 1922, at 3 p.m., at the Office of the Public Works Department, of one Lot of CROWN LAND on the New Road from Gap Road to Bowen Road and Wanchai Gap in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Ft.
1.	Lot 1, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
2.	Lot 2, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
3.	Lot 3, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
4.	Lot 4, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
5.	Lot 5, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
6.	Lot 6, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
7.	Lot 7, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
8.	Lot 8, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
9.	Lot 9, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
10.	Lot 10, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
11.	Lot 11, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
12.	Lot 12, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
13.	Lot 13, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
14.	Lot 14, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
15.	Lot 15, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
16.	Lot 16, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
17.	Lot 17, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
18.	Lot 18, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
19.	Lot 19, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
20.	Lot 20, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
21.	Lot 21, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
22.	Lot 22, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
23.	Lot 23, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
24.	Lot 24, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
25.	Lot 25, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
26.	Lot 26, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
27.	Lot 27, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
28.	Lot 28, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
29.	Lot 29, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
30.	Lot 30, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
31.	Lot 31, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
32.	Lot 32, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
33.	Lot 33, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
34.	Lot 34, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
35.	Lot 35, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
36.	Lot 36, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
37.	Lot 37, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
38.	Lot 38, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
39.	Lot 39, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
40.	Lot 40, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
41.	Lot 41, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
42.	Lot 42, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
43.	Lot 43, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
44.	Lot 44, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
45.	Lot 45, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
46.	Lot 46, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
47.	Lot 47, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
48.	Lot 48, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
49.	Lot 49, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
50.	Lot 50, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
51.	Lot 51, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
52.	Lot 52, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
53.	Lot 53, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
54.	Lot 54, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
55.	Lot 55, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
56.	Lot 56, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
57.	Lot 57, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
58.	Lot 58, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
59.	Lot 59, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
60.	Lot 60, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
61.	Lot 61, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,692,480
62.	Lot 62, 1216 and No. 13, Bakington Path situate thereon.	1.216	121,600	1,6



## CABLES.

**LATEST CABLES.**  
[THROUGH ROUTES' AGENCY.]  
**GERMAN REPARATIONS.**  
**THE TENSION RELAXES.**

LONDON, June 7th.  
The acute situation threatened by France's disagreement with the allies on the Reparations Commission decision is now believed to have been averted owing to her expressed unwillingness notwithstanding the vote, to block the labours of the Bankers' Committee.

The French are disappointed at the Belgian attitude in supporting Anglo-Italian views.  
**M. POINCARÉ'S HOPES OF INTERNATIONAL LOAN NEGOTIATIONS.**

PARIS, June 7th.  
Addressing the Senate Foreign Affairs Committee, M. Poincaré hoped that the international loan negotiations would continue. He added that the loan was compatible with French interests and treaty stipulations, but France could not agree to as large a reduction on French credit as indicated.

**AMERICAN PROHIBITION.**  
**THE GOOD AND THE BAD.**

LONDON, June 7th.  
An impartial view of prohibition in America was given by Mr. Beck, United States Solicitor-General, who is at present in London. He said that prohibition had undoubtedly lowered drunkenness, promoted efficiency and increased health. It had made men better husbands and fathers, but on the other hand it had led to an appalling increase in crime, the use of narcotics lessening the respect for authority and law, owing to the widespread violations of the act.

**LIQUOR SMUGGLERS SUPPORT PROHIBITION.**

The best opinion was that if a referendum was taken, the law would be overwhelmingly sustained, especially by liquor smugglers, who it is estimated are making \$200,000,000 a year.

**ANGLO-ITALIAN CO-OPERATION.**  
**CALM SCRUTINY OF DIPLOMATIC QUESTIONS.**

ROME, June 7th.  
Speaking in the Chamber, Signor Schanzer said that the closer Anglo-Italian co-operation in Europe, the East and the Mediterranean had hastened on the equitable estimate of mutual interest, and the calm friendly scrutiny of all diplomatic questions.

The closer Anglo-Italian solidarity that emerged from Genoa was being developed within a framework of understanding with other war-time allies, notably France; the friendship with whom they considered one of the fundamental bases of their policy and an indispensable condition of the maintenance of peace in Europe.

**INDIAN MASS DISOBEDIENCE AND BRITISH BOYCOTT.**  
**PROJECT FAILS.**

LONDON, June 7th.  
The National Congress Working Committee has rejected the proposal to start mass civil disobedience in September. It also rejected the proposal to boycott British goods, on the ground that the boycott was not feasible.

**THE HENLEY GRAND CHALLENGE.**  
**THE COMPETITORS.**

LONDON, June 7th.  
The four foreign entries for the Henley Grand Challenge, including Ghent who won the trophy in 1906, Christians who won the Thames Cup in 1901, France who competed in 1892, Switzerland is represented for the first time and their eight was probably the best of the foreign contingent at the Olympic regatta in 1920. Switzerland has also entered a four for the Stewards Cup and Holland has entered a pair for the Goblets. The entries for the Diamond sculls include Baynes, the amateur champion of Queensland, winner of America (who recently defeated Kelly) the Olympic champion of 1920, Schmidt of Switzerland and Eyles of Holland. Holder does not compete.

**EARLIER CABLES.**  
**THE OLYMPIA GAMES.**

PARIS, June 7th.  
The French Olympic Committee has unanimously resolved to proceed with the organization of the 1924 Games.

**INDIAN MONSOON ARRIVES.**  
SINGAPORE, June 7th.  
The monsoon has arrived. The first rains were weak and of short duration.

**LATEST CABLES.**  
**COMMUNISTS PIRATE ITALIAN VESSELS.**  
**A NEW SPHERE OF ACTIVITY.**

PARIS, June 7th.  
It is reported from Constantinople, that two Italian vessels were recently pillaged, and the passengers and crew robbed at Salon, by emissaries of the Soviet Extraordinary Commission. The total loss is estimated at 9,000,000 francs.

**NIGHT FLYING.**  
**TEST BY FRENCH AIR OFFICIALS.**

LONDON, June 7th.  
A night flying test on the Paris to London air route, similar to the British trial last week and vice versa, was carried out by the French air officials last night. An aeroplane carrying ten passengers and two pilots completed the trip in three hours.

**RUSSIAN CHOLERA EPIDEMIC SPREADING.**

MOSCOW, June 7th.  
The newspaper Pravda reports that cholera is becoming more widespread in Russia and is gaining ground more than three times as fast as last year's epidemic, three times as fast as last year's epidemic.

**THE SITUATION IN IRELAND.**  
**DISCUSSION ON IRISH CONSTITUTION.**

LONDON, June 7th.  
Mr. Griffith brought from Ireland the Provisional Government's assurance on several points bearing on the Irish constitution, which have up to the present been presented in a form which was not acceptable to the British Government. Discussions are proceeding between Mr. Griffith, Mr. Churchill and Lord Birkenhead.

**EARLIER CABLES.**  
**EXPECTED WITHDRAWAL OF CANDIDATES.**

LONDON, June 7th.  
It is anticipated that many of the 47 non-Unionist candidates in the Irish elections nominated yesterday will withdraw before the polling day.

**GERMANY'S INTERNATIONAL LOAN.**

**DEADLOCK CONTINUES.**

PARIS, June 7th.  
According to a statement from an authoritative French source, the question of an international loan to Germany was settled today, when the French delegate to the Reparations Commission intimated that the French Government adhered to its refusal to grant the request of the International Bankers' Committee, for full powers regarding a reduction of the German indemnity as a condition of sanctioning a loan to Germany.

**FRANCE THE STUMBLING-BLOCK.**  
The majority of the Reparations Commission voted in favour of extending the powers of the Bankers' Committee. France alone opposed the extension. As a unanimous vote of the Commission is necessary to cancel any part of the indemnity under the Treaty of Versailles, the deadlock apparently continues.

**BANKERS' COMMITTEE TO SEEK SOLUTION.**

PARIS, June 8th.  
Communications between the Bankers' Committee and the Reparations Commission regarding a loan to Germany show that the former sought elucidation of the wording of the payments schedule to the Versailles Treaty, and simultaneously submitted that it was free to examine solutions implying modifications of the schedule.

The Commission, replying, agreed that suggestions on these lines, without pledging the Commission's responsibilities, would prove most valuable to France, who, though the sole dissenter, agreed that the Commission's decision was valid, and that the Bankers' Committee was at liberty to pursue its deliberations in accordance with same.

The Committee meets to-day to consider the situation created by the Commission's reply.

**POLITICAL MURDERS IN GERMANY.**  
**MEMBER OF SECRET ORGANISATION ON TRIAL.**

BERLIN, June 7th.  
A trial which is expected to produce startling revelations concerning secret Monarchist organisations in Germany opened at Offenbourg to-day, when the former naval Commander, Von Killinger, was charged with complicity in the murder of the former Finance Minister, Herr Erzberger, who signed the Armistice on behalf of Germany. The accused is a member of the notorious Ehrhardt brigade, participated in the Kapp Putsch and was among the German naval officers at Scapa Flow.

It is expected that the trial will throw light on other political murders since the Armistice. The witnesses number nearly a hundred.

The Judge, at the outset of the proceedings, warned the Jury not to be influenced by political considerations.

The Court was strongly guarded in consequence of rumours of an attempt at the liberation of the prisoner, who is a leading member of a powerful secret organisation.

(Continued at foot of next column.)

**FAR EASTERN CABLE NEWS.**  
[THROUGH ROUTES' AGENCY.]

**CIVIL WAR IN CHINA.**  
**WU PEI-FU'S ARMISTICE TERMS.**

PEKING, June 8th.  
The Peking and Tientsin Times reports, that in replying to General Chang Tso-lin's request for an armistice, General Wu Pei-fu and Tsoo Kun, telegraphed the following terms to the Fengtien headquarters.

They must withdraw to Mukden and Hainan, leaving Chinchow, Yiehoh and Chiching neutral; they must release rolling-stock and not interfere further with the Peking-Mukden traffic.

The Chihli forces will not pass Shan-haikuan or Chaoyang in the Jehol district.

**DEFEATED TROOPS SEEKING REFUGE ON RUSSIAN TERRITORY.**

VLADIVOSTOK, June 8th.  
It is reported that General Kai Shih-ping's defeated troops are seeking refuge on Russian territory at Pogranichnaya, and are being disarmed by the Kappel frontier guards.

**ARRIVAL OF VLADIVOSTOK'S NEW PRESIDENT.**

VLADIVOSTOK, June 8th.  
General Dietrichs has arrived and was met by large crowds, with considerable enthusiasm.

**JAPAN SOCIETY DINNER.**

**VALUE OF THE PRINCE'S VISIT TO JAPAN.**

LONDON, June 7th.  
When presiding at a dinner of the Japan Society, Baron Hayashi, proposing the toast of the King, stated that he was of the opinion that the visit of the Prince of Wales to Japan would cement good Anglo-Japanese relations for years to come, and they could remain of the friendliest character. (Cheers.)

In replying to the toast of his health by Sir Charles Addis, Baron Hayashi said that unfortunately China was in a most difficult position. Some people said it was the dawn of a new era, and he hoped that China, their mutual friend, would settle down to normal conditions. China was a vast country and had an enormous future if properly developed. Great Britain might find in China one of her greatest markets, and it was for Sir Charles Addis to see to that.

**ANGLO-JAPANESE CO-OPERATION.**

The Japanese would be most happy to co-operate with their English friends, and that co-operation had now become possible, especially after the Washington Conference. (Cheers.)

**A WORD OF PRAISE FOR AMERICA.**

They were also thankful to their American friends for enabling them to co-operate in China, and to make the Pacific Ocean, really pacific. (Cheers.)

**RUSSIAN CHURCH PERSECUTIONS.**  
**DENIAL BY SOVIET**

LONDON, June 7th.  
The Soviet Government, replying to the protest from the British churches, denies that it has attacked the Church. It says it has only persecuted individuals, including the Patriarch, on account of their resistance to the Soviet's measures to save the lives of tens of millions. It declares the fact that English churches express solidarity not for the starving masses but for an insignificant number of Russian churchmen, who were always abettors of the Tsar, the nobility and bureaucracy.

The Archbishop of Canterbury has refused to withdraw any of his statements, but in view of the Soviet's explicit demand it requests permission to send a representative delegation of the British churches to Russia to examine the situation.

**INTERNATIONAL RUBBER EXHIBITION.**

LONDON, June 7th.  
The sixth International Exhibition of rubber and other tropical products and allied industries is to be held at Brussels in April, 1934.

**ANGLO-DUTCH NEGOTIATIONS.**

LONDON, June 7th.  
The Dutch Government representative, Herr Dekruijff, has returned to Holland after fully discussing the position of the rubber industry with the Colonial Office. The matter is now being further considered at The Hague, and further developments are expected towards the end of June.

**LENIN'S ILLNESS.**  
**CONDITION AGAIN SERIOUS.**

BERLIN, June 7th.  
Dr. Klempner, the specialist who recently attended Lenin, has been urgently again summoned to Moscow, this suggesting that Lenin's condition is more serious than shown by the statements from Moscow.

**FEWER BRITISH UNEMPLOYED.**  
**OVER HALF-A-MILLION LESS THAN LAST JUNE.**

LONDON, June 7th.  
The unemployed in Britain on May 20th numbered 1,471,600. This is the first time in over a year that the figure has fallen below a million and a half. The number was over two million in June last year.

**HONGKONG FINANCES.**  
**REPORT FOR THE YEAR 1931.**

The Report of the Colonial Treasurer (Hon. Mr. C. Mol. Messer) states:—

**REVENUE.**  
The total revenue for the year amounted to \$17,725,132 being \$2,291,732 more than the estimate and \$1,038,460 more than the revenue in 1930. Compared with that year there were increases under every head.

2.—The principal sub-heads showing excess over the estimate are as follows:—

(a) Assessed Taxes ..... \$ 89,838  
(b) Liquid Duties ..... 250,637  
(c) Stamp ..... 329,572  
(d) Tobacco Duties ..... 329,051  
(e) Postage ..... 149,137  
(f) Railway ..... 67,840  
(g) Buildings ..... 45,838  
(h) Lands not Leased ..... 54,114  
(i) Interest ..... 99,473  
(j) Other miscellaneous receipts ..... 75,866  
(k) Land sales ..... 1,244,097

The increases are due (a) to new buildings, (b) increase of duty, (c) to increase of duties, (d) to increase of duty, (e) to increase of business, and (k) to more lands being disposed of.

3.—The principal deficits compared with the Estimates were:—

(a) Kowloon (East) Ferry ..... \$ 43,347  
(b) License monopoly ..... 61,602  
(c) China companies fees ..... 56,619  
(d) Water supply and meter rents ..... 123,931

Of these (b) was overestimated, (c) by due to decreased sales, (d) and (e) to scale of fees not being increased as anticipated when the estimates were made out.

**EXPENDITURE.**

4.—The total expenditure brought to account amounted to \$15,739,652 being \$1,093,480 less than the estimate, and \$1,250,058 more than the expenditure in 1930.

Compared with the estimates there were savings under eight heads.

Miscellaneous expenditure exceeded the estimate by \$106,971 mainly due to transport of government servants. Kowloon and Canton Railway exceeded the estimate by \$210,530 due to two motor coaches and trailer.

The Imports and Exports Department decreased \$254,086 on account of less opium purchased while Public Works Extraordinary saved \$1,913,874 because the programme of works placed on the Estimates was not carried out.

5.—The revenue for the year exceeded the expenditure by a sum of \$1,985,480; with the result that the surplus balance increased to \$6,478,745.

6.—The following statement shows the Liabilities and Assets on the 31st December, 1931:—

**LIABILITIES.**  
Deposits not available ..... \$ 948,976.35  
Postal Agencies ..... 12,944.31  
Shipping control account ..... 2,231,204.11  
Suspense account ..... 127.38  
Lime-washing account ..... 900.00

Total liabilities ..... \$ 3,192,012.15

**ASSETS.**  
Subsidiary coins ..... \$1,562,279.74

Advances ..... 314,844.23  
Building loans ..... 789,800.00  
Imprest ..... 14,630.44  
House Service account ..... 6,053.14  
Crown Agents' Deposit Account ..... 2,109,691.24

Unallocated stores (P.W.D.) ..... 31,445.56  
Unallocated stores (Railway) ..... 302,706.71  
Coal account ..... 52,738.50  
Investment account ..... 3,331,026.44  
Balance bank ..... 249,116.04  
Crown Agents' current account ..... 17,058.99

Total ..... \$9,670,738.03

The balance of Assets is thus \$6,478,745.35.

7.—The following table shows the revenue and expenditure during the last five years:—

Year	Revenue	Expenditure	Surplus	Deficit
1917	15,058,105	14,502,828	555,277	—
1918	16,965,248	16,252,172	713,076	—
1919	16,624,975	17,015,925	—	390,950
1920	14,638,072	14,459,394	200,678	—
1921	17,725,132	15,739,652	1,985,480	—

**PUBLIC DEBT.**

8.—The Inscribed Stock and Loans of 1930 and 1906 amount to \$1,457,732 and the Sinking Fund now stands at \$236,403 being \$239,716 more than the amount at credit of that fund at the end of 1930.

The total Loan (under Ordinance No. 12 of 1916) stands at \$3,000,000 with a Sinking Fund of \$684,495 and \$29,093 sterling.

**GENERAL REMARKS.**

9.—Stamp duties were increased at the beginning of May by the new Stamp Ordinance No. 8 of 1931. Liquid and Tobacco duties were also raised in April.

10.—The total receipts and payments in the Treasury books during the year were \$23,243,922 and \$23,078,068 respectively. The figures not accounted for under revenue and expenditure relate to transactions under various heads such as deposits, advances, subsidiary coin, unallocated stores, etc.

11.—Subsidiary coins in stock on the 31st December were as follows:—

10 cents ..... \$1,436,979  
5 cents ..... 61,000  
Copper ..... 13,807

Total ..... \$1,511,786

The nominal amount of coins in circulation is \$23,780,370, and the market value is now practically par.

(Continued at foot of next column.)

**THE COLONY'S SHIPPING.**  
**HARBOUR-MASTER'S REPORT.**

Commander C. W. Beckwith, the Harbour Master, in his annual report, says:—

**SHIPPING.**

1.—The total of the Shipping entering and clearing at Ports in the Colony during the year 1931 amounted to 672,680 vessels of 43,420,970 tons, which, compared with the figures of 1930 shows a decrease of 10,816 vessels with an increase of 3,228,343 tons.

Of the above 32,222 vessels of 27,832,619 tons were engaged in Foreign Trade as compared with 43,364 vessels of 24,164,022 tons in 1930.

2.—Of vessels of European construction 5,226 ocean steamers, 3,775 river steamers and 3,338 steamships not exceeding 60 tons, entered during the year, giving a daily average of 33.8 ships as compared with 29.4 ships in 1930 and 29.1 ships in 1929.

3.—The average tonnage of individual ocean vessels entering the port has increased from 1,831.0 to 1,919.8 tons, that of British ships has decreased from 2,002.2 to 1,907.5 tons while that of Foreign ships has increased from 1,609.2 to 1,837.9 tons.

The average tonnage of individual river steamers entering during the year has increased from 428.5 to 460.5 tons.

That of British river steamers has increased from 310.1 to 375.5 tons, and that of foreign river steamers has decreased from 324.3 to 318.7 tons.

4.—In steamships not exceeding 60 tons employed in foreign trade, there is (compared with the figures for 1930) an increase of 1,639 ships with an increase in tonnage of 23,470 tons or 37.0 per cent. in numbers and 17.0 per cent. in tonnage. This is due to 19 newly licensed launches plying in 1931.

Junks in foreign trade show an increase of 5,850 vessels and an increase of 873,853 tons or 25.9 per cent. in numbers and 33.4 per cent. in tonnage.

In local trade (i.e. between places within the waters of the Colony) there is a decrease in steam-launches of 21,682 and a decrease of 462,528 tons or 3.5 per cent. in numbers and 3.2 per cent. in tonnage.

This is due to bigger launches being employed in local ferry services, making fewer trips.

Junks in local trade show an increase of 2,007 vessels and an increase of 102,377 tons or 9.5 per cent. in numbers and 7.9 per cent. in tonnage. This is due to more junks being employed on reclamation.

5.—This table shows an increase in British ocean-going shipping of 457 ships, or 30.9 per cent. and an increase of 890,114 tons or 10.7 per cent. This increase is due to newly-built ships and enemy ships transferred to the British flag and various steamship lines running their Eastern trade which were elsewhere employed during war times.

British river steamers have decreased by 605 ships with an increase in tonnage of 202,300 tons or 11.7 per cent. in numbers and 8.0 per cent. in tonnage. This increase is due to the a.s. *Chuen Chou*, which was laid up being again put on the Macao run.

Foreign ocean-going vessels have increased by 400 ships with an increase of 1,562,861 tons or 7.5 per cent. in numbers and 17.2 per cent. in tonnage. This increase is due to the large amount of new American, Norwegian and Chinese vessels frequenting the port and enemy vessels being transferred to other nationalities.

Foreign river steamers show an increase of 69 ships with an increase in tonnage of 2,878 tons or 3.8 per cent. in numbers and 0.6 per cent. in tonnage. This increase is due to two Chinese ships which were added to the Wuchow service at the end of last year making regular trips throughout the year.

6.—The actual number of individual ocean-going vessels of European construction during the year 1931 was 688 of which 343 were British and 345 foreign. In 1930 the corresponding figures were 927 of which 388 were British and 539 foreign.

These 688 ships measured 2,713,098 tons. They entered 5,222 times and gave a collective tonnage of 10,044,492 tons.

Thus 61 more ships entered 425 more times and gave a collective tonnage greater by 1,242,802 tons, an average of 2,024.2 tons per entry.

**STEAM LAUNCHES.**

On the 31st December, 1931, there were 331 steam-launches (including licensed motor boats) employed in the harbour. Of these, 335 were licensed for the conveyance of passengers, etc. 24 were the property of the Colonial Government, and 23 belonged to the Imperial Government, comprising 4 military and 18 naval. In addition to the above there were 23 motor-boats privately owned for pleasure and private purposes.

Five coxswain certificates were suspended for incompetence or negligence in the performance of their duties, and the holders were required to pass further examination before their certificates were returned.

Five hundred and seventy-six (576) engagements and five hundred and eighty (580) discharges of masters and engineers were made during the year.

Seven (7) steam-launches were permitted to carry arms for their protection against pirates.

(Continued on next column.)

12.—The local circulation in December of notes of the three Banks having authorised issues was as follows:—  
Hongkong and Shanghai Banking Corporation ..... \$40,395,225  
Chartered Bank of India, Australia and China ..... 9,074,137  
Mercantile Bank of India, Ltd. .... 1,361,600

Total ..... \$50,790,962

The specie in reserve came to—  
— \$33,200,000

13.—The rate of exchange for the estimates was taken at 3/4 whereas the average rate for purposes of conversion in the Treasury books was 2/8.

**SUNDAY CARDO-WORKING.**  
**There were 1,140 permits issued during the year under Ordinance No. 1 of 1891, as compared with 1,010 in 1930. Of these, 461 were not used as the ships did not arrive up to time, and in some cases it was found unnecessary to work cargo on the Sunday. On three occasions typhoon prevented cargo being worked on Sundays.**

The Revenue collected under this head, amounted to \$118,700 as against \$115,350 in 1930 showing an increase of \$1,350.

**LIGHTHOUSES AND SIGNAL STATIONS.**  
**Ship Rock Lighthouse.**—During 1931 887 vessels were reported by telegraph as passing this station and 447 were not reported, owing to telegraphic communication being interrupted. 253 ships were signalled by Morse Lamp. 2,438 observations for the Observatory were sent and 386 messages were received. Telegraphic communications were interrupted on 143 days 5 hours and 40 min. of fog, and the fog signal was fired 810 times.

The fortnightly relief was delayed eight times during the year owing to bad weather.

**Wanlan Lighthouse.**—During 1931 2,925 vessels were reported by telegraph from this station. Of this number 622 were signalled by Morse Lamp. Thirty-nine vessels were not reported owing to telegraphic communication being interrupted. 3,059 telegraphic messages were sent for the Observatory, and 548 messages were received. There were 171 hours and 36 minutes of fog during the year, and the fog signal was fired 1,769 times. Telegraphic communication was maintained throughout the year with the exception of 1 complete day and a few short interruptions caused by the land line being in contact with telephone wires. Of three occasions the relief was delayed by rough sea.

**Green Island Lighthouse and Signal Station.**—During the year 1,573 vessels were signalled and reported, in addition to which 449 messages were sent and 32 received.

**GOVERNMENT HARBOUR MOORINGS.**  
There are at present laid down in the Harbour for the use of shipping frequenting the Port fifty-six (56) sets of Government Harbour Moorings and are classed as follows:—

	1930.	1931.
A. Class Moorings	11	12
B. " "		



## NAPIER JOHNSTONE'S "N. J. CLUB"

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NOVEL  
BOTTLE



FILLED  
WITH  
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## "SYNOLEO"

The famous "Oil Bound"

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(Colour-wash)

- "SYNOLEO" is in paste form, and only requires thinning with Cold water to be ready for the Brush. It easily applied.
- "SYNOLEO" does not rub off on the Clothes. Colours fast to light and retain their appearance for years.
- "SYNOLEO" is manufactured in the most delicate tints and the deepest shades.
- "SYNOLEO" is the latest product in Distempers, and is superior to all others—

Commands a very large sale throughout China.

STOCKED IN HONGKONG & SHANGHAI  
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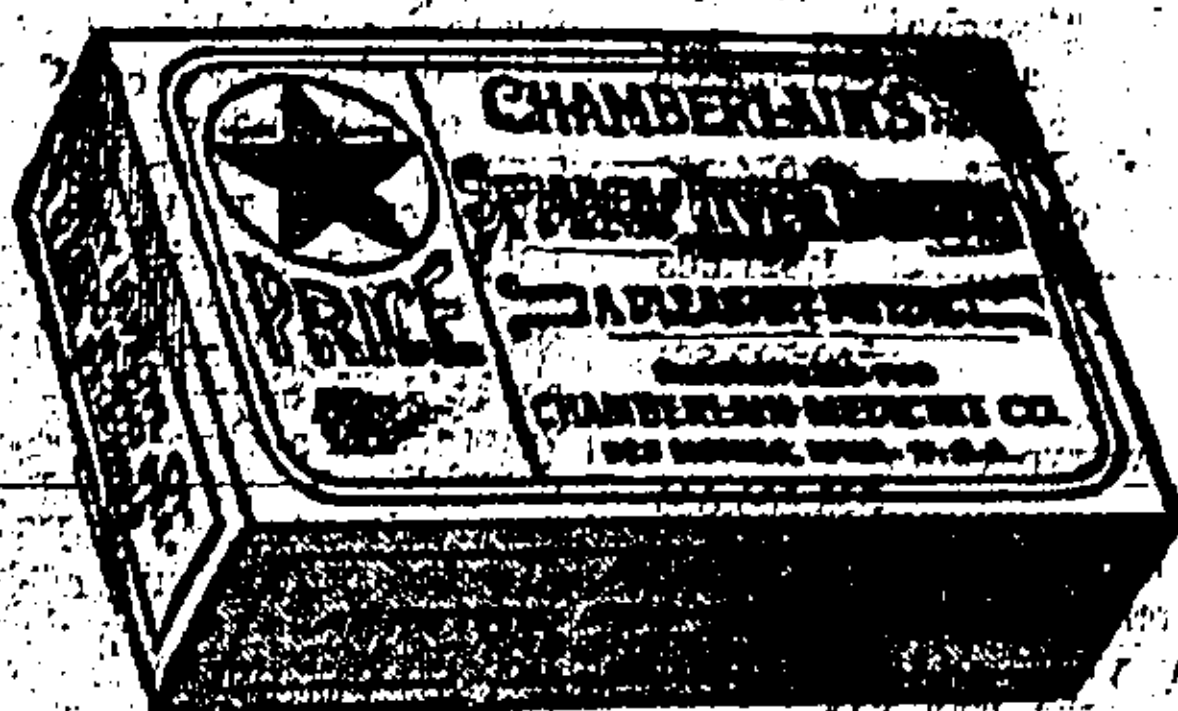
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## EXPANDED METAL

FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

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STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.  
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## ACADEMY DRESSES. SKIRTS RATHER LONGER.

Fashion at the Royal Academy is naturally ruled almost entirely by the autocrat of dress, the weather. This year the cold was tempered by sunshine, with the result that there was a veritable pot pourri of winter and summer attire almost equally divided. Velvet vied for the honour with the lightest fabrics, and black and coloured cloaks were general, while from heavy furs, among which ermine and kolinsky predominated, to light wraps of crepe de Chine, crepe marocain, and satin beauté, there was almost every possible variety to be seen.

The conclusion arrived at, as far as it was possible to judge in so crowded an assembly, is that the majority of the skirts were undoubtedly longer, although there was no exaggeration in this respect. Even girls' dresses, although few of them reached the ankles, were much less noticeably short than they were last year. In many instances the effect of greater length was suggested by the panels, as, for instance, in the case of a frock of moonlight blue crepe de Chine, which had the panels almost touching the ground on either side and inset with little bars of smoke-grey crepe.

Among the colours most in request were all shades of grey and brown, while navy and richer shades of blue trimmed with steel were high in favour, black and black and white, however, being an easy first where popularity was concerned. In addition to these there were many bright shades, including a handsome gown of orange georgette with a latticework trimming of bronze silk, with which was worn a circular cape of nigger charmeuse gathered round the throat and a hat of burnt orange tissue-straw, the brim of which was of brown and lapis blue tissue, while a long plume of unscoured, blue and brown feathers fell from it over the front of the gown.

A brilliant magenta gown of crepe marocain was partially hidden under a wrap of kolinsky, the big hat worn with it being of black velvet with a sweeping magenta plume. Coat frocks of gabardine were much worn in deference to the sharpness in the air outside, one of the smartest and perhaps the simplest, in navy gabardine, having the open throat softened with a hanging frill of knife-pleated lawn, while this touch of white was caught up by the belt, which was of white gabardine lined with navy blue and finished with a carved plaque of oyster-coloured jade. The little envelope flap of the pocket was likewise lined with white. The charm of absolute simplicity was likewise illustrated by a black-belted coat with a pleated skirt in shepherd's plaid, with which was worn a black hat.

## MORE ELABORATE TOILETTES.

Of all the more elaborate toilettes to be seen, none attracted so much notice as those in black and magpie schemes, many of them relieved with coloured hats. A black crepe de Chine gown, worked with moonlight beads at the hem and cut into points, was worn with a bright lacquered hat, trimmed with varnished flowers and draped with handkerchief points of lacquered lace on each side, while a straight gown of black crepe georgette had the skirt entirely covered with a swinging fringe of black-and-white silk falling from a close latticework of the same, the black hat having an immense fan of lace at the back. A black taffeta frock was flounced to the hem with scalloped frills edged with short thick black silk fringe, and another gown of the same silk had a sash wonderfully embroidered in colours in design of field flowers, which suggested the old-fashioned bookmarker, embroideries of the early Victorian period.

With a black charmeuse gown was worn a transparent hat of black tulle with an upstanding frill which was caught down with graduated linked rings of cut jet, a couple of large ones falling over either ear, and a gown of black satin beauté had the wide belt caught with a big jet "sunburst," the black hat being lined with flageolet green and trimmed with black velvet flowers and green leaves.

One whole, the hats were even more interesting and more striking than the dresses. An effective black model had many ropes of black chenille falling over one side, and there was a hat made entirely of jade-green feather fronds. With a gown of champagne-coloured crepe roman, with a giraffe of bronze beads, was worn a rust-coloured fine straw trimmed with bunches of rust-coloured ribbon with a tiny edging of gold. A number of the smaller hats had the brims entirely covered with velvet leaves or velvet flowers, and in several cases flowers of vivid hue were laid flat on the crown, sometimes completely burying it underneath.—Times.

## CURED BY A TUBE ACCIDENT.

BLOW THAT DID THE SURGEON'S  
WORK.

Captain Alfred Pearce, the artist, author, and inventor, who lost the use of his left arm when he was blown over by a shell while serving at the front, has been cured by an accident.

He was entering a tube train at Trafalgar-square when it started suddenly. His foot became caught in the gate, and he was flung violently on his left arm against the wall of the station. When he recovered his balance he found to his astonishment that he could move the arm quite freely.

Captain Pearce went at once to a doctor, who told him that the blow had moved an accumulation of fluid in the arm, which had rendered it powerless. It would have taken a serious operation to have removed it in any other way.

## HAVE YOU SKIN TROUBLE?

Itchy Sores, Rash, Ringworm,  
Ulceration Speedily  
Banished By Zam-Buk.

Are you one of the thousands suffering with eczema, itch, obstinate sores, ringworm, ulcers or other painful skin-diseases? If so, you cannot have tried Zam-Buk, the world-renowned discovery that has revolutionised treatment of skin-sores and flesh wounds.

Zam-Buk is a proteolytic herbal balm of extraordinary purity and refinement, and its healing and disease dispelling powers are amazing. Wherever applied, Zam-Buk speedily soothes the fiery itching irritation and penetrates into the underlying tissues where it exterminates the germs of skin-disease.

In most skin troubles, common salves and ointments prove useless because it is utterly impossible for the pores to absorb the coarse animal fats and emollients of which these preparations are composed. But Zam-Buk provides a powerful natural germicide and antiseptic which, whilst it soothes the skin, has power to kill and exclude disease-germs. Zam-Buk roots out disease as surely as night follows day. It not merely purifies the sore, inflamed parts, but it rapidly replaces the old diseased tissues with a growth of new healthy skin. If your skin is at all itchy, blotchy or inclined to break out into rash or other eruption, a box of Zam-Buk to-day may save endless suffering and expense later on. Zam-Buk is absolutely unequalled in festered sores, eczema, prickly heat, itch, Delhi sores, inflammation, bad legs, ringworm, ulceration, poisoned wounds, bad feet, cuts, burns, scalds, bites, stings, etc. But be sure you get Zam-Buk.

Zam-Buk can be had of all dealers in Egypt, India and The Straits. If you have difficulty in obtaining, write The Zam-Buk Mfg. Co., Leeds, England, who will forward address of nearest depot.

## DAIRY FARM NEWS

### CHEESE.

Grayson	...	\$1.10 per lb.
American Cheddar	...	85 "
Australian	...	85 "
Edam (Full Cream)	...	3.25 " Ball.
Complément (Own make)	...	40 " Pat.
Picnic	...	40 " Jar.

Made Daily and Ready for the Table	...	\$ .60 per lb.
Pressed Beef	...	60 "
Brawn	...	60 "
Pork Pies	...	25 & 50 each.
Cooked Ham	...	\$1.40 per lb.

THE DAIRY FARM, ICE & COLD  
STORAGE CO., LTD.

**A Welcome Visitor**

at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., dies once it has come into proper contact with

**KEATING'S**

**VETARZO**  
DR. LÉGLER'S  
SPECIALIST FOR HUMANS OF THESE TROPICAL CLIMATES. GASTRO-ENTEROLOGY, GENITO-URINARY, PEDIATRIC, Gynaecology, etc. Consultation at 10, Rue de la Paix, Paris. Tel. 10-10.

## WEATHER REPORT.

June 8th, at 10.10.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 80 miles of Lat. 21° N. Long. 121° E. moving N.W.

June 8th, at 11.23.—Pressure has decreased moderately over S. Formosa and slightly over N. Luzon. It is nearly stationary at other reporting stations.

A depression, which may be a typhoon, is shown between Formosa and Luzon. It appears to be moving north-eastward, though the forecast for the 24 hours ending at 11 a.m., estimates 0.1 inch. Total since January 1st, 1949 inches, against an average of 27.39 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

	OUTLOOK	FORECAST
Hongkong to Gap Rock	Light variable winds, freshening from N.W. or W.; fair.	
Formosa Channel	N.E. to N.W. winds, freshening considerably.	
South coast of China between Hongkong and Lamook	The same as No. 1.	
South coast of China between Hongkong and Hainan	The same as No. 1.	

## HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, June 8th.

	Previous Day at 5 p.m.	On Date at 5 a.m.	On Date at 5 p.m.
Barometer	29.56	29.54	29.63
Temperature	81	74	82
Humidity	62	32	81
Wind Direction	W	E	E
Force	2	1	2
Weather	cl	o	o
Rain	—	0.04	0.00
Highest open-air Temperature on 7th.	84		
Lowest open-air Temperature on 8th.	72		

# WORLD THEATRE

Hongkong's Most Modern and Cooling Picture Palace.

TO-DAY at 5.15 p.m. and 9.15 p.m.

PATHE presents

## "THE LURE OF EGYPT"

in 6 parts.

CAN A DEPARTED SPIRIT INFLUENCE THE LIFE OF A LIVING GIRL?

CAN A SPIRIT LEAD ONE TO LOST TREASURES?

SEE THIS OUT-OF-THE-ORDINARY DRAMA!

2.30 & 7.15 p.m.

EDDIE POLO, in "DO or DIE"

Episodes, 3 & 9.

USUAL PRICES. BOOKING AT THE THEATRE.

## REMOVAL NOTICE.

HAVE REMOVED TO

No. 16, Des Vœux Rd., C.,

(Between Our Former Premises and Blue Bird's)

On display New Stock of

MANILA HEMP HATS,

SWATOW DRAWN WORKS,

EMBROIDERIES and LACES.

SWATOW DRAWN WORK CO.,

Phone No. 2860.

P. O. Box 445.

## HAWTHORNE & PEARSON

Late of Savile Row, London.

LADIES' & GENTLEMEN'S TAILORS  
AND BREECHES MAKERS

Be to announce that they are now producing

LOUNGE SUITS from \$65

Cut and Finish guaranteed. A visit is cordially invited.

2, Union Building (First Floor)

Entrance opposite General Post Office, Hongkong.

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[608]

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"A PHILIPS LAMP"  
IS A PERMANENT  
ECONOMY

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Hong Kong

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TOKYO, JAPAN.

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# W. S. BAILEY & CO., LTD.,

## ENGINEERS AND SHIPBUILDERS,

### KOWLOON.

Tug-boats, Barges, Fast Launches, River Steamers, and Motor-vessels.

Constructional Work and Repairs of All kinds.

Cable: SEYBOURNE. Telephs: Works (day) ... K.21.  
Manager (night) ... K.683.  
Secretary ... K.969.  
Harbour Engineers...K.604, K.622.

# THE EAST ASIATIC CO., LTD.,

## COPENHAGEN.

### The M.S. "MALAYA"

will be loading for GENOA, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS. About 13th June.

Further Sailings.	Expected on or about	Will leave for above ports or about
M.S. "Pera"	25th July.	1st September.
M.S. "Afrika"	8th August.	15th September.
M.S. "Java"	22nd August.	30th September.
M.S. "Asia"	14th September.	31st October.
M.S. "Panama"	15th October.	22nd November.

Subject to change without notice.  
For further particulars please apply to:-

**MANNERS & BACKHOUSE, LTD.**  
Agents.

SHIPBUILDERS.  
SHIP REPAIRERS.  
BOILER MAKERS.  
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OXY-ACETYLENE &  
ELECTRIC WELDERS.  
MECHANICAL &  
ELECTRICAL  
ENGINEERS

**TAIKOO DOCKYARD & ENGINEERING COMPANY**  
OF HONGKONG, LIMITED.  
—DRY DOCK.  
Length 787 Feet.  
Length on Blocks 760 Ft.  
Depth on Centre of  
Bil (H.W.O.S.T.) 34 ft. 6 ins.  
—THREE SLIPWAYS—  
Capable of Handling Ships Up  
to 3,000 Tons Displacement.  
Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius.

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(JOHN SWIRE & SONS, LTD.).

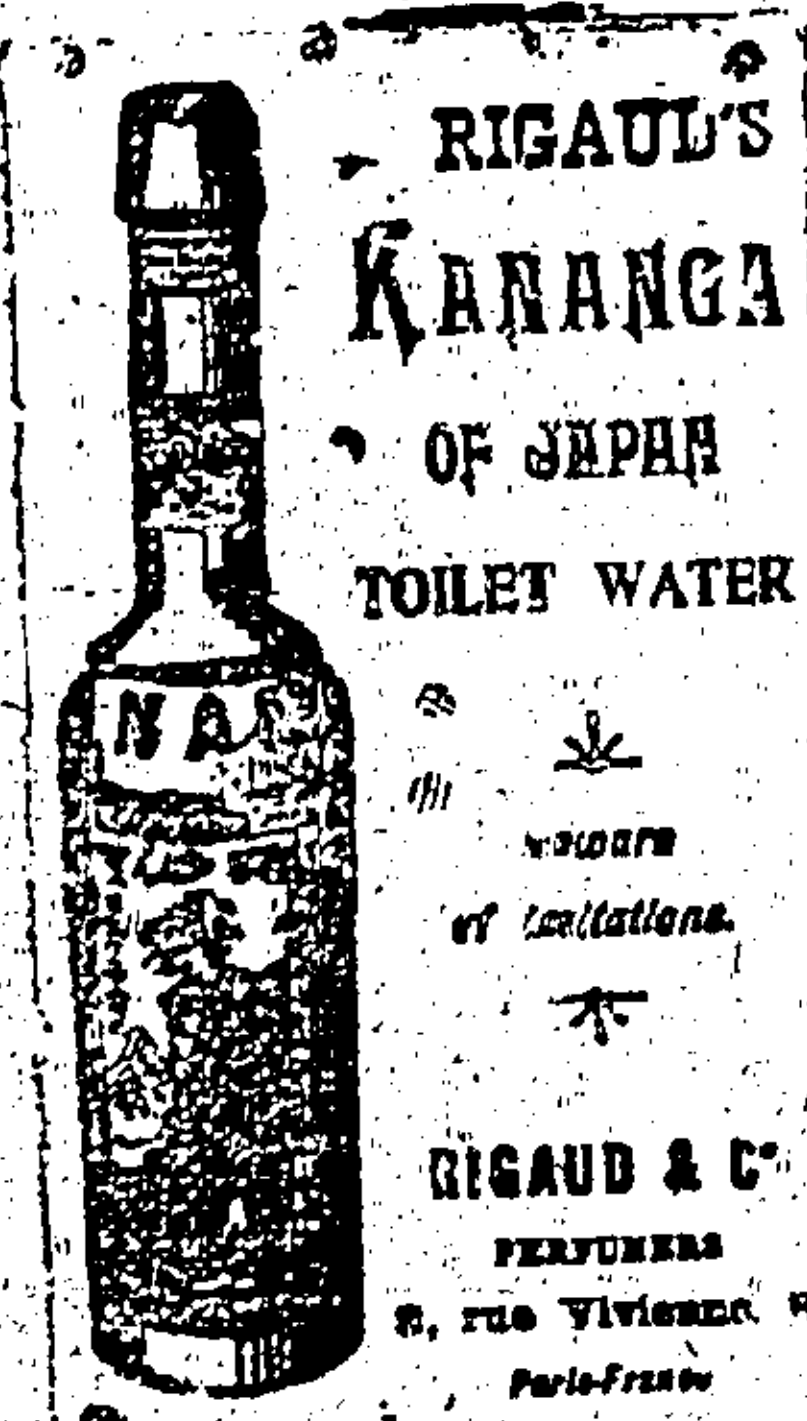
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HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."

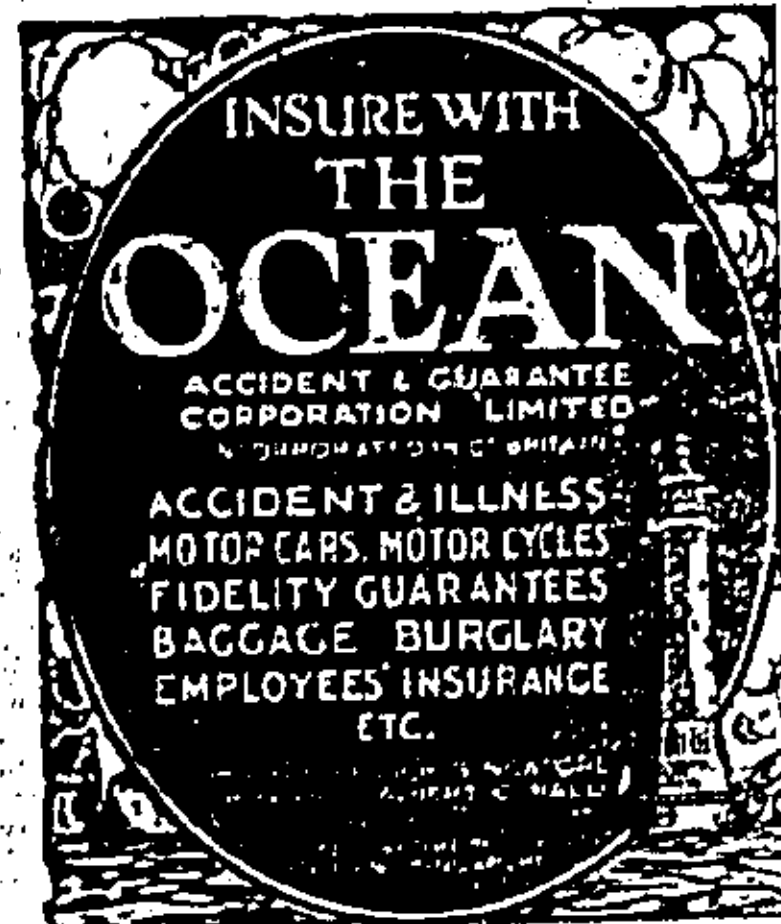
TELEPHONE No. 212.

ALL FLAG "C" OVER AIR PENNANT.



ON SALE

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, January to June,  
1939. Will be sold, Price \$7.50.  
On sale at the Hongkong Daily Press.



SHANGHAI OFFICE—  
64, PEKING ROAD.

AGENTS for Hongkong  
and South China,

RODOWELL & CO., LTD.

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### THE BUDGET.

#### CHANCELLOR'S HOPE OF FURTHER ECONOMIES.

The Budget statement was simple in design and severe in treatment. Its structure possessed none of those decorations in the form of oratorical arabesques of which the great Chancellors of the past were so fond.

Sir Robert Horne certainly deserved the compliment paid by Mr. Asquith as to the lucid and businesslike manner in which he accomplished his task of acquainting the country with the Government's financial proposals for the coming year. Speculation had been rife as to these proposals, and no surprise was forthcoming save that the expected relief in taxation on sugar did not materialize. The Chancellor announced the remission of a shilling off the income-tax—that carefully guarded secret which has been common property for so many days—and also that tea, coffee, and cocoa were the channels through which indirect taxation was to be relieved. The only detail in which the prophets had proved wrong was in the amount of relief on tea, the amount being 4d. instead of the lesser sums foretold.

The Chancellor appeared to be satisfied with the manner in which he had met the difficult circumstances of the times, but the value of his achievement was placed in correct perspective by Mr. Asquith, who candidly, but cruelly, informed him that he had not got a surplus, but had created an artificial one by borrowing in order that he might make some remission of taxation. This device was viewed with intense suspicion by the Liberal leader, who laid down the impeccable axiom that the only legitimate ground for remission of taxation, however heavy, burdensome, and oppressive, was an excess of estimated revenue over estimated expenditure. No Chancellor, he said, was entitled to remit taxation under a surplus artificially produced. The scheme propounded by Sir Robert Horne, he characterized as "a gamble."

The Chancellor began his statement by a survey of the past year, pointing out that the industrial trouble experienced in the first three months had had a serious effect on trade and upon the revenue of the year. Then, too, there had been the depression in trade. He was of the opinion that no one anticipated that we should have only a spasm of trade and that paralysis would supervene so quickly.

#### DEBT REDUCTION.

Summarizing the achievements in debt reduction, he said that the external debt had been reduced by 217,000,000, the floating debt by 224,000,000, the maturing debt by 226,000,000 and 288,000,000 had been added to the reduction of the dead-weight debt. With a glance up at Sir Eric Geddes, who was seated in the Distinguished Strangers' Gallery, the Chancellor said that the Government was in no wise desisting in its efforts to curtail expenditure, and he expressed his confidence that in the course of this year, and still more in the year following, they would be able to make further reductions. "It is foolish," he said, still with an eye on the gallery, "to expect that you can do everything at one blow, even with an axe."

On the basis of new taxation he budgeted this year for a total revenue of 491,077,000, of which Customs and Excise accounted for 227,000,000, and special receipts for 290,000,000. There were derisive cheers when he stated that no German reparations had been estimated this year, which drew the retort "We have always treated sums of money from Germany as windfalls." The first announcement of any relief in taxation was in respect to agriculture.

"Now," said the Chancellor, "I come to a subject which interests the greater mass of the people and of representatives of commerce." Members picked up their ears, expecting to hear the long anticipated news of the fall of the income-tax. There was a burst of laughter when he continued:—"The matter to which I refer is, of course, the postal rates." This was probably a Scotch joke, and was immediately hailed as such by the members. Having become convinced of the vital necessity of cheap communications (the eloquence of Mr. Kellaway having borne fruit apparently) the Chancellor announced that he had agreed to the following changes:—

Sunday collection would be restored; post-cards would be one penny; printed papers, subject to certain conditions, would be a halfpenny; minimum charges for letters would be three-halfpence; while a reduction would be made in the telephone charges.

These concessions left him with an estimated surplus of 238,300,000. What was to be done? Was it essential that they should maintain the pressure of taxation? Was it not possible to slacken his pressure to give a stimulus to trade, thereby lessening expenditure on unemployment? During the last two years no less a sum than 232,000,000 in cash had been paid in redemption of debt. Certainly we had benefited by this policy, but he had no doubt as to the policy which he ought now to pursue, and he did not think he would be offending any cannon of finance if we contented ourselves this year with raising revenue to meet expenditure.

#### THE SINKING FUND.

"It involves the suspension of the sinking fund," he said, "and so that we may meet our obligations towards holders of securities we should re-borrow the money necessary for that purpose." The effect would be that, by the end of the year our debt would not be decreased, but would be no greater. "I am confident in the belief," he added, "that the circumstances of the day justify what I am proposing. The need, not merely the clamour, for a real reduction in the burden of taxation is great."

(Continued at foot of next column.)

# WORLD

TO-DAY

### VIVID STIRRING DRAMA

## THE LURE OF EGYPT

From the famous novel



A Colorful Photoplay  
Play of Mysterious  
Egypt.

Sparkling with brilliant  
settings.

Vibrant with light-  
ning action.

A romance to hold  
you prisoner in its  
spell.

### IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dirt from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxfel, Fienzal, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road Central, (opposite to the Singer Sewing Machine Company.—ADVT. 1161)

Then came the announcement of the reduction of the income-tax, a course which the Chancellor assured the House was not the sequel to the numerous deputations he had received, or the innumerable letters which had been addressed to him. He had, in fact, made up his mind a long time ago. He should reduce the income-tax by a shilling in the pound. "For vote-catching purposes," cried Mr. Erskine. Having relieved direct taxation, he then turned to indirect taxation, and announced the following remissions:

Tea, a reduction of 4d. per pound, which relief he was assured would reach the consumer, even where only pennyworths were bought; and a third of the tax on coffee, chicory, and cocoa.

In concluding, he expressed his belief that the Budget would create new hope and fresh enterprise in the vast organization by which the nation's business was done.—Times.

The main concessions announced by the Chancellor of the Exchequer in his Budget statement on May 14th are as follows:—

#### INCOME-TAX.

Standard rate reduced from 6s. to 5s.

CUSTOMS DUTIES.

Tea duty from 1s. to 8d. per lb.

Cocoa and coffee from 22s. to 21s. 6d. per cwt.

Chicory from 21s. 9d. to 21s. 6d. per cwt.

POSTAL RATES.

Inland letters (now 2d. up to 3oz.) 1d. up to 1oz.; and 2d. up to 3oz.; 1d. every additional oz.

Empire rate and U.S.A. (now 2d. up to 1oz.) 1d. up to 1oz., and 1d. per additional oz.

Inland postcards reduced from 1d. to 1d.

Inland printed papers (now 1d. up to 2oz.) 1d. up to 1oz., 1d. up to 2oz., and 1d. per additional 2 oz.

Sunday collections to be restored.

TELEPHONE CHARGES.

In addition there will be certain reductions in telephone charges.

# INDO-CHINA

## STEAM NAVIGATION COMPANY, LIMITED.

### SAILINGS, SUBJECT TO ALTERATION

MANILA	YUENSANG	Friday	9th June	8 p.m.
BANGKOK via SWATOW	YATSHING	Sunday	11th June	11 a.m.
TIENTSIN	CHIPSING	Tuesday	13th June	Noon
SHANGHAI via SWATOW	TINGSANG	Wednesday	14th June	Noon
HAIPHONG via HOIHOW	TAKSANG	Wednesday	14th June	10 a.m.
STRAITS & CALCUTTA	NAMSANG	Saturday	17th June	Noon
SANDAKAN	MAUSANG	Saturday	17th June	Noon
SHANGHAI via SWATOW	CHOYSANG	Tuesday	20th June	Noon

**CALCUTTA LINE:**—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

**SHANGHAI LINE:**—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

**MANILA LINE:**—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.

**HAIPHONG LINE:**—Sailings approximately weekly for passengers and cargo sailing at Hoihow when convenient.

**BURNEO LINE:**—Fortnightly sailings to and from Sandakan by two 2,000 ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kadat Jesselton, Labuan, Tawau and Lahad Datu.

**TIENTSIN LINE:**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

**BANGKOK LINE:**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

# CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about  
Saturday, 17th June, at 2 p.m., for SINGAPORE, PENANG  
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT  
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:-

**Jardine, Matheson & Co., Ltd.**

GENERAL MANAGERS.

TELEPHONE No. 215.

# GLEN AND SHIRE

Joint Service of Steamers.

## U.K.-STRAITS, CHINA & JAPAN SERVICE.

### OUTWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENHEG"	17th June	17th June
M.V. "GLENLUCE"	1st July	1st July
S.S. "GLENSHANE"	20th July	20th July

### HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "CARNARVONSHIRE"	10th June, GENOA, LONDON, HULL, ROTTERDAM & HAMBURG.	
S.S. "GLENIFFER"	4th July, GENOA, LONDON, HULL, ANTWERP & HAMBURG.	

Movements are subject to change without notice.

For freight or further particulars please apply to:-

**Jardine, Matheson & Co., Ltd.**

The Glen Line, Ltd., AGENTS.

Telephone No. 215 and 216, 22 and 2084



# KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP - ¥10,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

An Company has on hand 21,000 Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—  
Eleven steamers of 9,100 tons each deadweight;

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each;  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter and other particulars apply to the  
KAWASAKI KISEN KAISHA.

60, 61, BARRIE ROAD



## SHIPPING NEWS

## ARRIVALS

June 7th.

**Ben Yek**, American str., 250 tons, Capt. R. Otero, from Hoboken, with a general cargo.—Yue Cheong & Co.

**Borneo Maru**, Japanese str., 4,200 tons, Capt. S. Hironaka, from Moji, with a general cargo.—O.S.K.

**Empress of Russia**, British str., 8,789 tons, Capt. A. J. Hadden, from Vancouver, with a general cargo.—Canadian Pacific S.S. Ltd.

**Georgie**, French str., 777 tons, Capt. E. Waitneck, from Swatow, with a general cargo.—Russian Volunteer Fleet.

**Otto Saarstrom**, Norwegian str., 2,202 tons, Capt. G. L. Steinberg, from Rangoon, with a general cargo.—Furness & Co.

**Prometheus**, Norwegian str., 1,027 tons, Capt. E. D. Kuntson, from Bangkok, with a general cargo.—K. Larsen.

**Seydlitz**, British str., 1,934 tons, Capt. W. Shann, from Shanghai, with a general cargo.—B. & S.

**Takuma Maru**, Japanese str., 1,204 tons, Capt. K. Katsuramoto, from Keelung, with a general cargo.—Y.K.K.

**Takuma**, British str., 4,222 tons, Capt. R. P. Tysh, from Kobe, with a general cargo.—MacKinnon, MacKenzie & Co.

**Takuma Maru**, Japanese str., 2,350 tons, Capt. H. Tominaga, from Moji, with a general cargo.—Y.K.K.

**Van Ouden**, Dutch str., 2,680 tons, Capt. E. Scholten, from Amoy, with a general cargo.—J.C.C.L.

**Xianghe Kung**, Chinese str., 1,404 tons, Capt. A. H. Brown, from Hoihow, with a general cargo.—Yuen Cheong & Co.

June 8th.

**Armedo**, French str., 3,570 tons, Capt. M. Carre, from Marseilles, with a general cargo.—Messageries Maritimes.

**Avon**, Chinese str., from Macao.

**Chekung**, Chinese str., 535 tons, Capt. Chan Tun, from Tsuru, with a general cargo.

**Cyclone**, British str., 5,760 tons, Capt. W. Cosker, from Manila, with a general cargo.—B. & S.

**Demodocus**, British str., 4,181 tons, Capt. W. A. Dawson, from Hongkong, with a general cargo.—B. & S.

**Esanaka Maru**, Japanese str., 6,510 tons, Capt. M. Shimidzu, from Shanghai, with a general cargo.—O.S.K.

**Kwangler**, Chinese str., 610 tons, Capt. A. Maki, from Bangkok, with a general cargo.—Yuen Cheong & Co.

**Sanjima Maru**, Japanese str., 2,138 tons, Capt. K. Oshio, from Yokohama, with a general cargo.—O.S.K.

**Olderik**, Dutch str., 4,307 tons, Capt. T. L. Loo, from Hongkong, with a general cargo.—J.C.C.L.

**Pauling**, British str., 1,672 tons, Capt. Turnbull, from Dalm, with a general cargo.—B. & S.

**Szechuan**, British str., from Canton.

**Tsuta Maru**, Japanese str., from Canton.

**Tsingtau**, British str., 1,241 tons, Capt. Campbell, from Shanghai, with a general cargo.—J.M. & Co.

## CLEARANCES

June 8th.

**Fuchun Maru**, for Singapore.

**Hakui Maru**, for Hoihow.

**Hakui Maru**, for Swatow.

**Hakui Maru**, for Canton.

**Hakui Maru**, for Swatow.

**Hakui Maru**, for Port Paracel.

**Hakui Maru**, for Shanghai.

**Hakui Maru**, for Shanghai.

**Hakui Maru**, for Canton.

**Hakui Maru**, for Amoy.

**Hakui Maru**, for Balikpapan.

**Hakui Maru**, for Amoy.

**Hakui Maru**, for Swatow.

## SHIPPING MOVEMENTS

The P. & O. s.s. **Kalyon** arrived at London on June 5th, at 9 a.m.

The s.s. **Orestes** (Blue Funnel) has left Port Said for Haifa and Liverpool.

The s.s. **Dauntless** (Blue Funnel) left Liverpool on June 2nd for Straits, Hongkong, Shanghai and Japan.

The R.M.S. **Empress of Asia**, from Hongkong on May 15th, arrived at Vancouver on June 5th.

The Pacific Mail s.s. **President Lincoln**, sailed from Shanghai for Hongkong via Manila on June 8th. She will leave Manila on June 10th, and is due here on the 12th.

## VESSELS EXPECTED

**Arifura** (E. & A.), due June 10th, day-light.

**Bengal Maru** (N.Y.K.), due June 15th.

**Bendowah** (Ben Line), due June 11th.

**Empress Japan**, due June 11th.

**Esanaka Maru** (P.M.), due June 19th.

**Janus** (Aper Line), due June 18th.

**Kashgar** (P. & O.), due about July 1st.

**Nelusa** (Blue Funnel), due July 11th.

**Nikko Maru** (N.Y.K.), due June 15th.

**Persia Maru** (T.K.K.), due June 9th.

**Taigo Maru** (T.K.K.), due June 13th.

**Tokushima Maru** (N.Y.K.), due June 15th.

**Tydarus** (Blue Funnel), due June 23th.

**Tamagata Maru** (N.Y.K.), due June 15th.

**Zira** (B.I.S.N.), due June 16th.

## STEAM LIGHTER FOR JAVA

Messrs. W. S. Bailey & Co., Ltd., have built for the Java Government the steam lighter **Arduana**. The vessel is of steel, 114 feet in length and 25 feet beam, with foremast and navigating bridge, trim masting tank forward, hold amidships, with power and deck and machinery aft.

The engines are compound surface-condensing of 550 horse-power, supplied with steam from a Babcock & Wilcox Water Tube Boiler to burn wood.

The work has been supervised by Messrs. Robert Hunt and D. A. Purves, marine surveyors, and the vessel on trial attained an average speed of nearly 8 knots, being 1 knot over the "builder's contract."

The vessel leaves under her own power for Java, where she is expected to arrive in about two weeks.

## PASSENGERS

## ARRIVALS

Per R.M.S. **Empress of Russia**, on June 7th: Mr. E. B. Buck, Mr. S. Humphreys, Mr. and Mrs. McCargue, Mr. and Mrs. Van Houten, Mr. N. Chelaram, Mr. and Mrs. Fattakia, Mrs. T. K. Bullock, Mr. R. Edgar, Mr. E. H. King, Miss Conking, Mrs. Savard, Dr. Rosabian, Mrs. M. Meyer, Mr. and Mrs. G. Seaman, Mrs. Taggart, Mr. Wm. F. Carman, Mr. and Mrs. McKee, Mr. and Mrs. Olson, Mrs. L. Walker, Mr. J. M. Henderson, Mr. P. E. Payre, Mr. C. A. Calkin, Mr. M. A. Figueroa, Hon. Mr. Chaud Severn, and Mrs. Joven, Miss G. Engand, Dr. and Mrs. Joven, Mr. F. M. Sulkoby, Mrs. Serim, Mr. and Mrs. Marriott, Mr. E. E. Nelson, Mrs. M. Chapman, Mr. E. J. Leveson, Mr. E. E. B. Manger, Mr. and Mrs. Mines, Misses H. and E. Backs, Mrs. J. Santos, Mr. H. J. Mayfield, Mrs. M. Ingram, Mrs. A. Heed, Mr. W. Fatunaf, Mrs. H. Hansen, Mr. N. K. Pond, Mr. F. R. Bancroft, Mr. J. Bailey, Mr. J. D. Bertolini, Mr. R. Joque, Mr. T. E. Daneggar, Mr. N. Musni, Mrs. T. Jeffers, Mrs. M. L. Greenhouse, Mr. J. P. de Pinto, Mr. G. Reyes, Mr. E. G. Phillips, and 350 Chinese passengers.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE COLUMBIA PACIFIC SHIPPING CO. (Operating for & of U.S. Shipping Board).

## S.S. "HANNAWA"

ARRIVED HONGKONG, 3RD JUNE, 1922.

FROM PORTLAND, ORE. AND JAPAN PORTS.

CONSIGNEES of Cargo by above named steamer are hereby informed that their Goods are to be landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed. Goods not cleared within 5 days, including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m. on Friday, the 9th June, 1922.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

ARNHOLD BROTHERS & CO., LTD., Agents, Hongkong, 5th June, 1922. (1102)

## "GLEN" LINE, LIMITED.

## NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE S.S. "RADNORSHIRE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th June, 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Godard and Douglas, on 13th June, 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents, Hongkong, 6th June, 1922. (1103)

## P. &amp; O. S. N. CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "SICILIA," Captain Jenkins, carrying His Majesty's Mails will be despatched from this Port on or about TUESDAY, 13th JUNE, 1922, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuable and other goods for Italy, France, and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required. For further particulars apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, June 8th, 1922. (1110)

## BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	1921		1922	
	High Water	Low Water	High Water	Low Water
Wachow, W. River	+79.50	-2.42	13.30	16.90
Kongmoon, W. River	+14.70	-0.80	5.30	—
Lankonghow, N. River	+57.00	—	13.10	22.00
Samsui, N. River	+27.25	-5.00	2.80	4.10
Shocking, E. River	+15.15	-0.88	2.30	3.94

Engineer-in-Chief.

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## HOME VIA CANADA

## Hongkong to England

	From Hongkong	Arrive Vancouver	From Canada	Due England
Empress Russia	June 15	July 3	Empress France	July 11 July 18
Empress Japan	June 28	July 19	Empress Scotland	July 25 Aug. 1
Empress Asia	July 13	July 31	Empress France	Aug. 8 Aug. 15
Empress Russia	Aug. 10	Aug. 28	Empress France	Sept. 5 Sept. 12
Empress Australia	Aug. 24	Sept. 11	Empress Scotland	Sept. 19 Sept. 26
Empress Asia	Sept. 7	Sept. 25	Empress France	Oct. 3 Oct. 10

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Special train Vancouver to Chicago leaves immediately after ship's arrival. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED. Hongkong Office. Telephone 762. Cable Address: GACANPAC.

## CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "GORJISTAN" "ALMERIA"

AN UNSTURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Minimum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

## Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" S.S. "CHINA"

August 10th. July 8th.

## Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ALMERIA"

June 14th.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURBRIDGE, GENERAL AGENT.

FRANCIS BUILDING,

LOS HORNS STREET,

TELEPHONE: PASSENGER DEPT.

TELE: FREIGHT DEPT. & AGENT.

No. 1934.

No. 2161.

CABLE ADD: "CHIMAIL"

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## DODWELL &amp; CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

s.s. "BOWES CASTLE" sailing on or about 30th June.

s.s. "EGREMONT CASTLE" sailing about 2nd half of July.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "NIPPON" sailing on or about 24th June.

FOR BRINDISI, VENICE & TRIESTE

s.s. "VENETIA" sailing on or about 24th June.

s.s. "NIPPON" sailing about middle of July.

Passenger's Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMLAZI" sailing second half of June.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above ships apply to—

DODWELL & CO., LIMITED.

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## N. Y. K.

SALES AND CHARTER TO ALTERNATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada

IYO MARU (Calling Keelung) Monday, 12th June, at 11 a.m.

SHIZUOKA MARU (Calling Keelung) Monday, 3rd July, at 11 a.m.

MARSHILLES, LONDON & ANTWERP Singapore, &c.

FUSHIMI MARU Friday, 9th June, at 11 a.m.

MURAHARA MARU Friday, 23rd June, at 11 a.m.

HAMBURG via DUNKIRK LONDON & ROTTERDAM

MITO MARU Thursday, 15th June.

LIVERPOOL via MARSHILLES and VALENCIA.

TOKUSHIMA MARU Friday, 16th June.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU Tuesday, 30th June, at 11 a.m.

YOSHINO MARU Tuesday, 13th July, at 11 a.m.

NEW YORK via PANAMA

NAGATO MARU Wednesday, 14th June.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CALE

BOMBAY via Singapore and Colombo.

TAKAOKA MARU Saturday, 10th June.

JALOUTTA via Singapore, Penang & Rangoon.

RANGOON MARU Monday, 12th June.

NAGASAKI, KOBE & YOKOHAMA.

NIEKO MARU Friday, 16th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YAMAGATA MARU Friday, 16th June.

MILACCA MARU Friday, 18th June.

LIMA MARU Sunday, 18th June.

For full information apply to— NIPPON YUSEN KAISHA

K. H. KAMEI, Manager. Telephone Nos. 293 & 297.

## STRUTHERS &amp; BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"West Prospect" Due Hongkong 9th June.

Leave Hongkong 10th June.

"West O'Rowa" Due Hongkong 17th June.

Leave Hongkong 20th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA.

SAMARANG AND SOERABAYA.

"West Farallon" Due Hongkong 5th June.

Leave Hongkong 8th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Powell's Building,

Phone No. 3008

G. P. BRADFORD, Res. Agent.

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIJSONDARI	JAVA	in port	16th June	JAVA
TIJARDEM	N. CHINA & AMOY	10th June	12th June	BATAVIA DIRECT
TIJODAS	JAPAN	9th June	11th June	SOERABAYA via MACASSAR

Wireless Telegraphy. The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building, First Floor. Telephone No. 1674.



## VEREENIGDE NEDERLANDSCH SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

JAPAN PORTS, SHANGHAI HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings, subject to alterations.

For full information apply to—

"OU



**ELLERMAN LINE**

ELLERMAN & BUCKNALLS.S. CO. LTD.  
FREIGHT & PASSENGER SERVICE  
OUTWARDS.

**HOMEWARDS.**

City of Glasgow 6th July. London, Rotterdam & Hamburg.

Subject to change without notice.  
For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or Messrs. & Co., Canton

General Agents.

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**BOSTON AND NEW YORK**

Joint Service of the

**"BLUE FUNNEL" LINE**

JOHAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

AND

**AMERICAN & MANCHURIAN LINE**

ELLERMAN & BUCKNALL S.S. CO. LTD.

**Sailings from Hongkong.**

"ALCANTARA"	via Suez Canal	15th June.
"EURYPILOS"	via Suez Canal	15th July.
"KEELUNG"	via Suez Canal	15th July.
"CYCLOS"	via Suez Canal	15th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight or particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG  
(JOHN SWIRE & SONS, LTD.)  
HONGKONG AND CANTON. REDES & CO. CANTON.

**MESSAGERIES MARITIMES****SERVICES CONTRACTUELS**

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT  
DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.

HONGKONG, KOBE & YOKOHAMA	"CHAMBORD"	15,000	On or about 23rd June.
	"ANDRE LEBON"	22,000	On or about 7th July.
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID.	"ANGERS"	15,000	On or about 11th June.
	"AZAY LE RIDEAU"	15,000	On or about 27th June.
	"ARMAND BEHIC"	11,000	On or about 11th July.
	"CHAMBORD"	15,000	On or about 25th July.

**COMMERCIAL LINE**

HONGKONG, HANKOW, HANKOW & TAKOU.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)  
For further particulars etc apply to

CONSIGNATION-TRANSIT-REPRESENTATION.

Telephone 740.

A. JOBARD,  
Acting Agent,  
Queen's Building.

**DOUGLAS STEAMSHIP CO., LTD****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fans in every cabin and excellent service.

FOR

**SWATOW AMOY & FOOCHOW**

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG	Capt. W. O. Parnmore	Tuesday.	15th June, at 1 p.m.
HAICHING	Capt. J. S. Thomson	Friday.	16th June, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,  
General Manager.

**YAMASHITA KISEN KAISHA**

(THE YAMASHITA S.S. Co. Ltd.)

**REGULAR FREIGHT & PASSENGER SERVICE**

BETWEEN

**KEELUNG, HONGKONG & HAIPHONG.**

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

FOR KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office,  
No. 27, Beach Road, West  
Tel. No. 155.

S. MITARAI,  
Agent,  
Top Floor, King's Building,  
Tel. No. 140.

**P. & O. British India****Apcar and****Eastern & Australian Lines**

(COMPANIES incorporated in ENGLAND)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

S.S.	Tonn	From Hongkong (about)	Destination
"SICILIA"	8,700	13th June	(Singapore, Penang, Colombo & Bombay)
"DELTA"	8,100	21st June	Marseilles, London & Antwerp
"KASHMIR"	9,000	5th July	do
"SOUDAN"	7,000	19th July	(Singapore, Penang, Colombo & Bombay)
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	2nd Aug.	do
"SARDINIA"	6,500	16th Aug.	Marseilles, London & Antwerp
"DEVANHA"	8,000	30th Aug.	do
"NOVARA"	6,850	13th Sept.	do
"MACEDONIA"	10,512	27th Sept.	(Bombay, Marseilles, London & Antwerp)
"KALYAN"	8,887	11th Oct.	do
"DONGOLA"	8,056	25th Oct.	Marseilles, London & Antwerp
"KHYBER"	9,000	8th Nov.	do
"NAGOYA"	7,000	22nd Nov.	do

**BRITISH INDIA - APCAR SAILINGS**

"TAKADA"	6,949	16th June, 3 p.m.	Calcutta via Singapore & Penang
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**EASTERN & AUSTRALIAN SAILINGS (South)**

"ARAFURA"	6,000	6th July	(Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne)
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI & JAPAN**

"ARAFURA"	6,000	11th June	Kobe & Yokohama
"KARMALA"	9,000	18th June	Shanghai & Japan
"SOUDAN"	7,000	1st July	Shanghai only.

All dates are approximate and subject to alteration without notice.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

\* Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in list of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Parcels measuring not more than 3 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.  
For further information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,  
Agents.

21, Des Voeux Road Central, HONGKONG.

**O. S. K.****SAILINGS FROM HONGKONG SUBJECT TO ALTERATION**

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES.

Monthly direct service via Singapore and Penang.

"ATLAS MARU" Monday, 10th July.

BURNEO AIRS—via DE JANNING, SANTOS, DURBAN.

DALE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"MEXICO MARU" Tuesday, 12th June.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"INDUS MARU" Saturday, 10th June.

DELI & BANGKOK via SAIGON & SINGAPORE.

"BUSHO MARU" Sunday, 2nd July.

CALCUTTA—Fortnightly service via Singapore, Penang & Bangkok.

"BORNEO MARU" Friday, 9th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA.

via Seattle—Taking cargo to OVERLAND POINTS U.S.A. & CANADA.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"SHUNKO MARU" Monday, 19th June.

NEW ORLEANS LINE via SUEZ.

"BORNEO MARU" Friday, 9th June.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ARGON MARU" Sunday, 11th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodations for 1st and 2nd class saloon passengers.

"KALJO MARU" Every Sunday, Noon.

"AMAKURA MARU" Every Sunday, Noon.

TARAO via SWATOW & AMOY.

"BOSHI MARU" Thursday, 15th June.

Tel. No. 4080. V. YASUDA, Manager.

**PRINCE LINE FAR EAST SERVICE**

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

For Freight or full particulars apply to—

FURNESS (FAR EAST) LIMITED  
(Incorporated in Great Britain)  
St. George's Building,  
Telephone 3165  
Telegram: "Furrupe"

**C. N. C. CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATIONS**

For	Steamer	To Sail
HOIHOW & SINGAPORE	"CHIN HUA"	On 10th June, 10 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SUNNING"	On 10th June, 4 p.m.
WIKHAIWIKI, CHEFOO & TIENTSIN	"HUIHONG"	On 11th June, noon.
SHANGHAI	"SUIYANG"	On 12th June, 4 p.m.
PAKHOI & HAIPHONG	"KAIFONG"	On 13th June, 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 13th June, noon.
SWATOW, SHANGHAI & TSINGTAO	"LUHONG"	On 13th June, noon.
HAIPHONG	"CHINKIANG"	On 15th June, 10 a.m.
AMOY & SHANGHAI	"BOOCHOW"	On 15th June, 10 a.m.

SHANGHAI LINE—PASSENGER MAILS and CARGO  
Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tungtau (weekly), taking cargo on through bills of lading to all ports in the North China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.  
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, LTD.)  
Agents.

TELEPHONE 36.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

**T. K. K. TOYO KISEN KAISHA****Reduced Fare to Europe U.S.G. \$620.50 First Class Throughout HONGKONG TO SAN FRANCISCO****VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU**

STEAMER	Tonn	Leave Hongkong
"PERLA MARU"	9,000	June 15th.
"TAIYO MARU"	32,000	June 21st.
"SIBERIA MARU"	20,000	July 8th.
"TENYO MARU"	...	July 15th.
"KOREA MARU"	...	July 30th.
"SHINYO MARU"	...	Aug. 14th.

† Calling at Dairen. † Calling at Keelung.

**SOUTH AMERICAN LINE****HONGKONG TO VALPARAISO**

VIA MANILA, KYULUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLEJO, MOLENDINO, ARICA & IQUIQUE.

STEAMER	Tonn	Leave Hongkong
"RAKUYO MARU"	...	June 28th.
"GINYO MARU"	...	Sept. 5th.
"ANYO MARU"	...	October 9th.

\* On Manila.

For full information regarding passenger freight and sailings, apply to—

Y. TSUTSUMI, Manager.  
King's Building Tel. No. 274 & 73.

Agents at Canton:  
Messrs. T. K. GRIFFITH, LTD.

**PACIFIC MAIL S.S. CO.**

MANAGING AGENT U.S. SHIPPING BOARD

**EMERGENCY FLEET CORPORATION.****TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports USG \$620.50 First Class throughout.

**A MERICAN STEAMERS**

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU

S.S.	Leave Hongkong	Arrives San Francisco
"PRESIDENT LINCOLN"	June 20th	July 13th.
"PRESIDENT CLEVELAND"	July 5th	July 27th.
"PRESIDENT WILSON"	July 25th	Aug. 17th.

**HONGKONG-CALCUTTA SERVICE**

Freight only.

CALCUTTA via SINGAPORE, PENANG and RANGOON

S.S. "LAKE FIELDING" June 10th, 5 p.m.

**HONGKONG, MANILA-HONOLULU-SAN FRANCISCO SERVICE**

Freight and Passengers

Sail from Hongkong. Sail from Manila. Arrives San Francisco

S.S.	Leave Hongkong	Arrives San Francisco
"PRESIDENT HARRISON"	July 15th	Aug. 5th.
"PRESIDENT HARRISON"	Sept. 18th	Oct. 7th.
"PRESIDENT HAYES"	Oct. 6th	Oct. 31st.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.  
Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.  
Agents: At Canton—REISS & Co.

**AUSTRALIAN ORIENTAL LINE****HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.**

Sailing (Subject to Alteration)

Steamer	Sidney & Melbourne via Ports	Lv. Hongkong for Australia
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"TAIWAN" About 15th July. About 20th July.

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Heat in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—  
BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, LTD.), Agent.  
Telephone No. 36

**SIAMESE STEAMSHIP CO., LTD.****SAILINGS FROM HONGKONG**

FOR	STEAMER	TO SAIL
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For further particulars apply to—

BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, LTD.), Agents.  
Telephone 36.

**COLUMBIA PACIFIC SHIPPING CO.**

PORTLAND, ORE.—JAPAN PORTS, HONGKONG & MANILA

Vessel: S.S. HANNAWA

Leaving Amoy first half June.

(Operated for 5/6 of U.S. Shipping Board).

Agents:

**ARNHOLD BROTHERS & CO., LTD.**

1A, Chater Road. Phone No. 1500.



## POST OFFICE NOTICE

## INWARD MAILS.

FROM	PER	DATE
JAPAN	Tokyo, Maru	9th inst.
AUSTRALIA & MANILA	Amoy	10th inst.
SHANGHAI	Amoy	10th inst.
JAPAN	Rangoon Maru	11th inst.
JAPAN AND SHANGHAI	Tokushima Maru	15th inst.
CEYLON & STRAITS	Bengal Maru	15th inst.
AUSTRALIA & MANILA	Nikka Maru	15th inst.
STRAITS	Yamagata Maru	15th inst.
STRAITS	Zira	15th inst.
STRAITS	Karnala	15th inst.

## OUTWARD MAILS.

FOR	PER	DATE
Shanghai, N. China & Japan	Nanking	Friday, 9th, 8.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquise, South Africa, India via Dhanushkoti, Egypt and EUROPE via MARSEILLES	Fukuhai Maru	Friday, 9th, 8.45 A.M.
Haitong and Haiphong	Haitong	Friday, 9th, 9.00 A.M.
Straits, Ceylon, Egypt & Havanna	Yany Tei Kiang	Saturday, 10th, 9.00 A.M.
Shanghai, N. China, Dairen, Japan, and VICTORIA B.C.	Hsiao Maru	Friday, 9th, 10.30 A.M.
Shanghai and North China	Danabaru	Friday, 9th, 10.30 A.M.
Japan	Cyclops	Friday, 9th, 10.30 A.M.
Philippine Islands	Yunyang	Friday, 9th, 2.00 P.M.
Philippine Islands	West Farallon	Friday, 9th, 4.00 P.M.
Takao	Hsiao Maru	Friday, 9th, 4.00 P.M.
Port Bayard	Poo Lee	Friday, 9th, 5.00 P.M.
Haitong	Chinhua	Saturday, 10th, 9.00 A.M.
Straits	Fan Oon	Saturday, 10th, 10.00 A.M.
Mauritius	Mauritius	Saturday, 10th, 11.00 A.M.
Straits and Ceylon	Takada	Saturday, 10th, 1.30 P.M.
Straits	Sunning	Saturday, 10th, 3.00 P.M.
Straits and Ceylon	Lake Fielding	Saturday, 10th, 4.00 P.M.
Haiphong, Saigon, Straits, Ceylon, Mauritius, L. Marquise, S. Africa, India via Dhanushkoti, Aden, Egypt, and EUROPE via MARSEILLES	Angers	Saturday, 10th, 5.00 P.M.
Wenhai, Chefoo and Tientsin	Hsiao Maru	Sunday, 11th, 9.00 A.M.
Straits, Amoy and Keelung	Kaijo Maru	Sunday, 11th, 9.00 A.M.
Straits and Bangkok	Yanhu	Sunday, 11th, 9.00 A.M.
Keelung, Shanghai, N. China, Japan and VICTORIA B.C.	Lyn Maru	Monday, 12th, 11.00 A.M.
Shanghai and North China	Shinyang	Monday, 12th, 3.00 P.M.
Pakhoi and Haiphong	Chingyang	Tuesday, 13th, 9.00 A.M.
Tientsin	Chingyang	Tuesday, 13th, 10.30 A.M.
Straits and Bangkok	Chingyang	Tuesday, 13th, 10.30 A.M.
Straits, Bangkok, Egypt and EUROPE via LONDON	Kurylochin	Tuesday, 13th, 10.30 A.M.
Straits, Amoy and Fuzhou	Haitong	Tuesday, 13th, Noon.
Haiphong and Haiphong	Takao	Wednesday, 14th, 9.00 A.M.
Shanghai, North China, Japan, Ceylon, U.S.A., Central and South America and EUROPE via VICTORIA B.C.	Tingyang	Wednesday, 14th, 11.00 A.M.
Amoy	President Jefferson	Wednesday, 14th, 5.00 P.M.
Haiphong	Soochow	Thursday, 15th, 9.00 A.M.
Straits, Amoy and Fuzhou	Chingyang	Thursday, 15th, 9.00 A.M.
Straits and Ceylon	Hsiao Maru	Friday, 16th, Noon.
Straits and Ceylon	Nanning	Saturday, 17th, 11.00 A.M.
Straits and Ceylon	Mausang	Saturday, 17th, 11.00 A.M.
Japan, Ceylon, United States, Central and South America and EUROPE via VICTORIA B.C.	Talithybius	Sunday, 18th, 1.45 P.M.

\*Correspondence bearing vessel's name only

## THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON &amp; CONTINENTAL PORTS (DIRECT)

"EURYLOCHUS"	18TH JUNE	London, Amsterdam & Antwerp
"TEUCER"	20TH JUNE	London, Rotterdam & Hamburg
"ACHILLES"	4TH JULY	London, Rotterdam & Hamburg
"ATREUS"	11TH JULY	London, Rotterdam & Hamburg

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS)

"YANGTSE"	20TH JUNE	Genoa, Marseilles, Liverpool & Glasgow
"PHEMIUS"	2ND JULY	Marseilles, Havre & Liverpool
"OANFA"	20TH JULY	Genoa, Marseilles, Liverpool & Glasgow

## PACIFIC SERVICE

(VIA KORE AND YOKOHAMA)

"TALITHYBIUS"	19TH JUNE	Victoria, Seattle & Vancouver
"TYNDAREUS"	11TH JULY	Victoria, Seattle & Vancouver

## NEW YORK SERVICE

(VIA SUZUKI OR PANAMA)

"ALCINOUS"	15TH JUNE	via Suez
"EURYPYLUS"	5TH JULY	via Suez

## PASSENGER SERVICE

"PYRRHUS"	21ST JUNE	for Shanghai
"PYRRHUS"	18TH JULY	for Singapore & London
"MENTOR"	15TH AUG.	for Singapore & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD &amp; SWIRE (JOHN SWIRE &amp; SONS, LTD.) AGENTS

## ASIA BANKING CORPORATION

(AN AMERICAN BANK FOR TRADE WITH THE FAR EAST.)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank. Complete banking facilities incident to foreign trade. Travellers Cheques of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for sale and encashment with us.

HEAD OFFICE: NEW YORK	BRANCH: SAN FRANCISCO
Head Office for the Orient:	
CANTON	SHANGHAI
HANKOW	PEKING
	TIENTSIN
	MANILA
	SINGAPORE
	D. M. BIGGAR, Manager.

## COMMERCIAL OPENING QUOTATIONS

5th June, 1932.

ON LONDON—	
Telegraphic Transfer	26 1/2
Bank Bill, on demand	26 1/2 1/2
Bank Bill, at 30 days sight	26 1/2
Bank Bill, at 4 months sight	27 1/2
Credit, at 4 months sight	27 1/2
Documentary Bill, 4 months sight	27 1/2
ON PARIS—	
Bank Bill, on demand	620
Credit, 4 months sight	620
ON NEW YORK—	
Bank Bill, on demand	67 1/2
Credit, at 60 days sight	68 1/2
ON BOMBAY—	
Telegraphic Transfer	198 1/2
Bank Bill, on demand	198 1/2
ON CALCUTTA—	
Telegraphic Transfer	198 1/2
Bank Bill, on demand	198 1/2
ON SHANGHAI—	
Bank Bill, at sight	150 1/2
Private, 30 days sight	150 1/2
ON YOKOHAMA—	
On demand	150 1/2
ON MANILA—	
On demand	150 1/2
ON SINGAPORE—	
On demand	150 1/2
ON HONGKONG—	
On demand	150 1/2
ON BANGKOK—	
On demand	150 1/2
GOVERNMENT, Bank's Buying Rate	7.55 n
Gold Leaf 100 fine per tola	44
BAR SILVER per oz.	35 1/2

Hongkong, 10 cent piece	30 3/4 Premium
Hongkong, 50	1.00 Discount
Canton, 50	13.25
Canton, 100	0.00

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital	\$20,000,000
Reserve Funds	\$2,500,000
Surplus	\$2,500,000
Reserve Liability of Proprietors	\$20,000,000

Court of Directors:

G. M. DODWELL, Esq.—Chairman.	
Hon. Mr. A. C. LEE, Esq.—Deputy Chairman.	
J. G. M. BARNARD, Esq.—Mr. R. V. D. PARR.	
A. M. BOWEN, Esq.—Mr. W. T. PATERSON, Esq.	
G. T. M. KIRBY, Esq.—H. P. WHITE, Esq.	
P. H. HOLYOKE, Esq.	

Chief Manager:

A. G. STEPHEN, Esq.

Manager: Shanghai—G. H. STOTT, Esq.

LONDON COUNTY WESTMINSTER &amp; PARIS BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local currency and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1932.

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 2 1/2 per cent per annum.

For the HONGKONG &amp; SHANGHAI BANKING CORPORATION.

A. H. FARLOW, Acting Chief Manager.

Hongkong, December 29th, 1930.

## UNIVERSITY BANK OF INDIA, AUSTRALIA &amp; CHINA.

INCORPORATED BY ROYAL CHARTER, 1855

HEAD OFFICE—LONDON.

Paid-up Capital ... \$2,000,000

Reserve Fund ... \$2,000,000

Reserve Liability of Proprietors ... \$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. GREGG, Esq., Manager.

Hongkong, March 30th, 1931.

## NEDERLANDSCHE HANDEN MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY)

Established 1834.

A. Capital ... F. 100,000,000 \$3,333,333

Paid-up Capital ... F. 80,000,000 \$2,666,666

Reserve Fund ... F. 18,750,000 \$616,666

Special Reserve ... F. 40,160,000 \$1,338,667

Head Office—Amsterdam.

Branches at: The Hague—Rotterdam.

Head Agency—Batavia.

BRANCHES:

Batavia, Macassar, Singapore

Bandjone, Medan, Sourabaya

Banyuwangi, Palembang, Soerabaya

Cebu, Fookien, Tientsin

Djakarta, Penang, Hongkong

Kobe, Rangoon, Yokohama

Kuala Lumpur, Saigon, Haiphong

Kuala Lumpur, Saigon, Haiphong

Kuala Lumpur, Saigon, Haiphong

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Kuala Lumpur, Saigon, Haiphong

Kuala Lumpur, Saigon, Haiphong



There is an instantly recognisable flavor to "Felucca" which distinguishes it from other Egyptian Cigarettes. This flavor, which is only obtained from the finest selected leaf, has secured for "Felucca" by far the largest sale of any Egyptian high-grade in the Orient.

"FELUGCA"

Manufactured in Cairo by Maspero Freres

This advertisement is sent by British-American Tobacco Co. (China), Ltd.

## THE MERCHANT BANK OF INDIA, Limited.

HEAD OFFICE:

14, Gracechurch Street, London, E.C. 3.

Authorized Capital ... \$2,000,000

Subscribed Capital ... \$1,800,000

Paid-up Capital ... \$1,500,000

Reserve Fund ... \$1,150,000

BANKERS

THE BANK OF ENGLAND,

THE LONDON JOINT CITY &amp; MIDDLESEX BANK, LTD.

BRANCHES:

Bombay, Hongkong, Kuala Lumpur, Rangoon

Calcutta, Hongkong, Madras, Shanghai

Colon, Hongkong, New York, Singapore

Delhi, Hongkong, Penang

Galle, Hongkong, Port Louis (Mauritius).

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Acting Manager.

7, Queen's Road Central, Hongkong, January 17th, 1932.

## THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE:

Alexander Buildings, Charter Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

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## THE BANK OF CHINA.

行 中 國

(Specially authorized by Presidential Mandate of the Republic of China on the 2nd of November, 1917.)

Authorized Capital ... \$40,000,000.00

Paid-up Capital ... \$2,375,000.00

Reserve Funds ... \$6,675,000.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and correspondents in Europe, America, and other parts of the world.

Local Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Company, New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Money Exchange.

TSUYEN FEL, Manager.

Hong Kong, September 6th, 1931.

## THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:

No. 10 Des Voeux Road, C. HONGKONG.

Established 1919.

Authorized Capital ... \$10,000,000.00

Paid-up Capital ... \$5,000,000.00

Reserve Fund ... \$200,000.00

DIRECTORS:

Mr. Fong Wai Tsang, Chairman.

Hon. Mr. Chow Shou Son.

Mr. Li Koon Chun.

Mr. Fung Ping Shan.

Mr. P. K. Kwok.

Mr. Kan Chiu Nam.

Mr. Huynh Tai.

Mr. Kan Fong Po.

Asst. Manager: Mr. L. T. Fong.

BRANCHES &amp; AGENCIES:

LONDON, NEW YORK, SAN FRANCISCO

SHANGHAI, YOKOHAMA, SAIGON

Kobe, NAGASAKI, FUKUOKA

HANKOW, BATAYIA, SOERABAYA

MANILA, BOMBAY, CANTON

Local Bankers:—The London Joint City and Middlesex Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum on Savings Accounts 4 per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent. per annum

For 6 months at the rate of 4 per cent. per annum

For 12 months at the rate of 5 per cent. per annum

K. C. LAU, Chief Manager.

Hongkong, March 6th, 1932.

## THE YOKOHAMA SPECIE BANK, Limited.

Capital (fully paid up) ... Yen 100,000,000

Reserve Fund ... Yen 61,000,000

HEAD OFFICE YOKOHAMA.

Branches and Agencies at:

Batavia, Kobe, Soerabaya

Banyuwangi, London, San Francisco

Buenos Ayres, Lyons, Rosario

Calcutta, Los Angeles, Santiago

Changhai, Manila, Shanghai

Dairen (Dairen), Nagasaki, Shimoda

Hongkong, Mukden, Newchwang

Kobe, Osaka, Yokohama

Kuala Lumpur, Peking, Tientsin

Kuala Lumpur, Peking, Tientsin

Kuala Lumpur, Peking, Tientsin

Kuala Lumpur, Peking, Tientsin

Kuala Lumpur, Peking, Tientsin

Kuala Lumpur, Peking, Tientsin

Kuala Lumpur, Peking, Tientsin

Kuala Lumpur, Peking, Tientsin

Kuala Lumpur, Peking, Tientsin

Kuala Lumpur, Peking, Tientsin